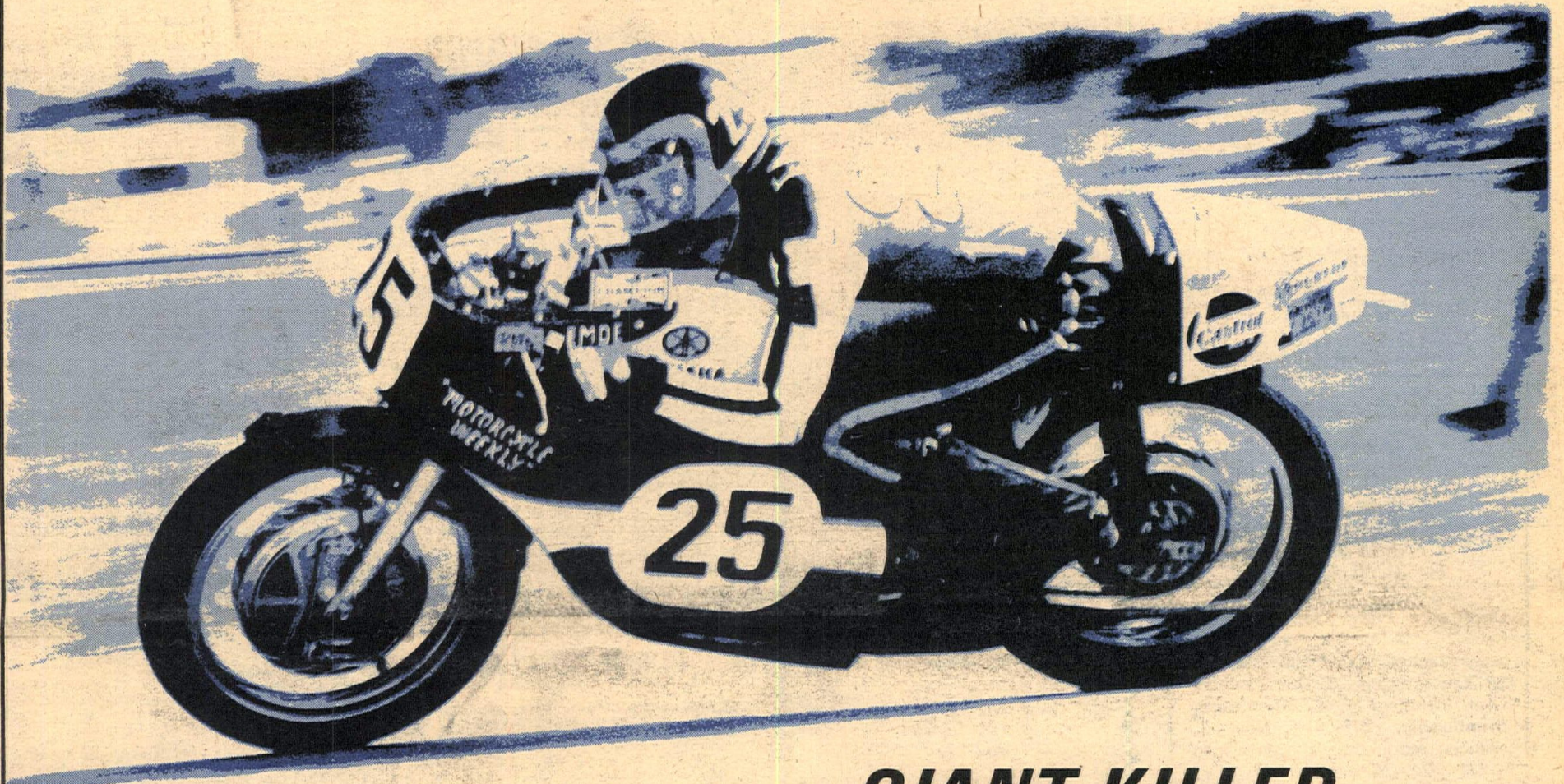


VOLUME IX NUMBER 10 WEST March 21, 1972 dealers 30¢ machines 35¢

Cycle News

America's largest and most complete weekly motorcycle newspaper

DON EMDE



GIANT KILLER

Bugs was the favorite, Suzuki was the fastest, DuHamel was the quickest, Perry was the closest, but Emde was the best. When the dust clears and all the if's and could-of's have been thrashed out, the best is all that counts. In the realm of motor racing, winning is the name of the game.

See complete Daytona section starting on page 21.

Newspaper

P.O. Box 498 Long Beach, Ca.
90801 (213) 427-7433



Just about anybody who throws a worthwhile race has adopted a silencers-mandatory policy. Although these listings don't mention the fact, virtually all events in the Calendar are quiet ones.

Handy hint: "SASE" means "Self-addressed, stamped envelope". Use the legal size. You know, the big ones.

All items must be received in writing by noon on Thursday in order to be printed in the following week's Calendar.

WEDNESDAY, MARCH 15

ENTRIES CLOSE FOR Hangtown Motocross. See April 1-2.

THURSDAY, MARCH 16

FLAT TRACK, Trojan Speedway, South Gate, Ca., 7:30 pm. Admission \$2.

FRIDAY, MARCH 17

USMRC MX, El Toro (Ca) Spdwy. 7 pm. \$5 post. Cash to Experts. Box 1027, Pomona, CA 91769. 714/985-3149.

CMC MX, Lions, Wilmington, Ca. San Diego Fwy at Alameda. Sign by 6:30, race 7:30. \$5 post.

SATURDAY, MARCH 18

AMC ENDURO. In postponed 663, El Toro, CA 92630. 714/830.

USMRC TT/FT, El Toro (Ca) Spdwy 7 pm. \$5 post. Cash to Experts. Box 1027, Pomona, CA 91769. 714/985-3149.

MOTOCROSS, Corona Raceway, CA. Sign in 7, prac. 8, race 9. \$5. 714/735-1705.

regularly scheduled events

ATTENTION PROMOTERS:
For Listing in this column call or write:
CYCLE NEWS

Box 498, Long Beach, Ca. 90801
(213) 427-7433

1st SUNDAY OF EVERY MONTH

Deadman's Point, Apple Valley, Cal. — Motocross — all classes 8 a.m. practice — 10 a.m. start — \$2.00 gate entry — \$2.00 race entry with membership, \$2.50 without membership. Effective Nov. 1, silencers required at all events. Info — (714) 247-7473 (eves.)

EVERY SATURDAY

TT RACING at Elsinore Race Track. Gates open at 3, races at 7:30. Silencers required. Off Hwy. 71 in Elsinore, Calif.

EVERY SATURDAY

Motocross, Corona Raceway. Racing starts at 9 am. 100% payback, Experts. Beginner, Junior, Senior, 30% Brass. Silencers and 3 number plates required. Pits open 7 am, practice at 8 am. \$5 Post Entry payable at gate for Beginners, Juniors. Take Riverside Freeway to Pierce or Magnolia turn-off, right on Magnolia to Buchanan. Info: (714) 735-1705.

EVERY SUNDAY

Motocross racing at Four Corners M/C Park. Practice at 9 am, races 1 pm. All classes, no cards required. Admission \$1, entry \$2.

EVERY SATURDAY NIGHT

USMRC ST/TT. El Toro, Cal. Speedway. \$5 post entry. USMRC membership required. Pit gates open at 5 pm. First race at 7 pm. Cash for Experts. Trophies for Juniors. General Admission \$2.50. Servicemen \$1.00. Junior \$1.50. For further information: (714) 831-1621. Silencers required.

EVERY FRIDAY NIGHT

USMRC motocross, El Toro, Cal. Speedway. \$5 post entry. USMRC membership required. Gates open 5 p.m. Signup closes 6 pm. First race 7 pm. Cash for Experts. Trophies for Juniors and Intermediates. General Admission \$2.50. Servicemen \$1.00. Junior \$1.50. Children under 12 free. For further information: (714) 892-2460, after 5 pm. Silencers required.

TWO-HOUR MARATHON. Fremont Raceway, Fremont, Ca. 250s 9:30 am, Open class noon. Sign 8:30. \$5 entry, \$1 watch, Tykes 50 cents. 415/322-1514.

SAT. & SUN., MARCH 18 & 19

TOUR TO EXOTIC INDIO, CALIFORNIA. That's right, bring a two-wheeler to Pacific-Coast Honda on PCH in Harbor City early Saturday and head out to Indio with a bunch of new pals. 350cc and up. Call (213) 326-3810 for more details.

SRA GRAND PRIX, Riverside Int'l Rcw, Riverside, Ca. Classes for everyone. \$7 mail, \$10 post. 2 SASE to SRA, 1501 Mariposa St., Corona, CA 91720. 213/370-8234; 714/735-4641.

EUROPEAN SCRAMBLES' Sand Sailors, Ave. J & 145th St. East of Lancaster, Ca., Sign 8:30. Race 10. \$4.25. Schoolboy classes both days. 948-4809.

MOTOCROSS, Salt Lake City, Utah. "Rider Appreciation" event. 2300 S. 5600 West. Sign by 10:30. \$2 ride. \$1.50 watch. Nov., PP Saturday.

SUNDAY, MARCH 19

MRA MX, Medford (Or) MX Park, on Kirtland Rd. Southern Oregon Championships. Sign 11, race noon. \$2.50 entry, \$2 pits, \$1.50 adm.

MINT 400, Mint Gun Club, Las Vegas, Nev. \$56,000 in cash and things. \$300 per vehicle. Write "Mint 400", Mint Hotel, Las Vegas, Nev. 89101.

ROAD RACE, ACA, Carlsbad Raceway, Carlsbad, Ca. Jr. & Sr. GP and Prod. Sign 8:30. Race noon. Mail \$8, \$1 ea. additional class. Post \$15. 106 No. Claudina, Anaheim, Ca. 92670. 714/774-3222.



Mar. 19 — Carlsbad Motocross

Mar. 19 — Carlsbad Road Race

Mar. 26 — Saddleback Motocross

Mar. 26 — Riverside Road Race

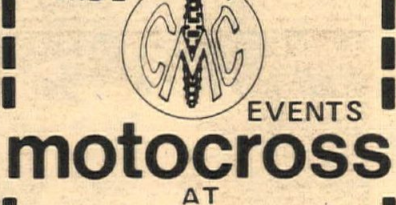
Motocross Info
Motocross Division:
(714) 982-7370

NEW RIDERS, THE FIRST TIME OUT ARE NOT CHARGED POST ENTRY

For further info. see calendar or phone ACA office 1-5 M-F

★ (714) 774-3ACA ★

American Cycle Association, 106 No. Claudina, Suite 312, Anaheim, California 92805



Mar. 19th — Escape Country (Anniversary Series)

26th — Rawhide Park

Apr. 2 — Saddleback

9th — Carlsbad

16th — Saddleback

SILENCERS MANDATORY. \$5 mail entry, \$10 post entry for Juniors & Intermediates. \$10 mail, \$15 post, Expert, per class. Mail entry closes five days before event. C.M.C. license and 3 number plates required. Gates open 6:30, practice 7:30, sign-up closes 8:30 — racing starts 9:00 am. Mail entries to C.M.C., P.O. Box 1402, Costa Mesa, Ca. 92626.

MX, Redwood Acres, Calif.

SCRAMBLES, Lightweights, Perris, Ca. Ultra & LW sign 7, race 9. HW sign noon. Sidehacks welcome. D-37 pts. 714/987-4488.

ACA MX, Carlsbad (Ca.) Rcw. \$5 mail (3/17), \$10 post. Cash to Srs. Prac 8, race 9. 926 W 7th St, Upland, CA 91786. 714/982-7370.

MOTOCROSS, Redwood Acres, Eureka, Ca., rain or shine. Sign 8. Prac. 9, race 11. \$2 ride or watch. 100, 125, 250, Open. Nov., Am., Ex. AMA, sportsman cards required.

MOTOCROSS. Jrs. only. Bay Mare. Mail \$5. Post \$7. Prac. 8. Race 9:30. Box 371, Somis, Ca. 93066. 805/529-1872.

POKER RUN. Tracy M.C. clubhouse, lined from Grantline & Tracy Blvd. \$2 ea. Dance Saturday nite. Sign 9-11 am Sun.

HILLCLIMB. Carnegie Cycle Park, Livermore, Ca. Sign by 11. Start noon. 3 number plates. \$3 enter. \$4 late sign. Admission \$3, \$2 with AMA card, \$1.50 12-16 yrs, \$50 6-11 yrs.

ICE RACING, Dusters. Rainbow Falls Park between Woodland Park & Deckers, Colo. Sign 10 am, race noon. 303/633-9840, 473-3277.

MX, Cloverfield Race Track, Cloverfield Airport, Friendswood, Tex. Gate 8, race noon. \$3 race, \$1.50 watch. 713/482-7551.

HRA TT/1/2-MILE, 395 Cycle Park, Adelanto, Ca. Sign 8:30-10. \$2.50 per class. \$1.50 gate. HRA points. 714/246-6109.

MARATHON, Fremont Rcw, Fremont, Ca. 125, 250, Open. 415/322-1514.

MOTOCROSS, Reach Out Rialto, Rialto, Ca. off Highland Ave. Gates 7 am, race 9 am. \$5 mail, \$6 post. Free gate to mail entries. Cash to Experts. Box 671, Rialto, CA 92376. 714/875-2698.

SCRAMBLES, Shasta M.C., at Happy Valley Raceway. Daytime.

HARE SCRAMBLES, Richmond Ramblers, at the foot of Garrard Blvd., Richmond, Ca. Rain or shine. Sign 11:30. Race noon. \$4 enter. Watch free. 415/235-6505.

SCRAMBLES, Oakdale M.C., Pioneer Rodeo Grds., 9600 Pioneer Ave., off highway 120, btwn. Oakdale & Escalon. Lined from both. \$2.50 ride or watch. Tykes free. Sign 8. Prac. 9, race noon.

ROUGH SCRAMBLES, SRMC, Crazy Horse Canyon, Salinas, Ca., sign 7. Prac. 8, race 10. \$2.50, ride or watch. Tykes 50 cents. No minibikes. No poison oak. 408/422-9809.

MOTOCROSS, Cloverfield Airport, Friendswood, Tex. Sign 8. Race 11:30. \$3 ride, \$2 watch. Tykes free. 713/482-7551.

MOTOCROSS, Muntz Park, Moorpark, Ca., Jr's: \$6 mail, \$8 post. Srs: \$8 mail, \$10 post, watch \$1.50. 805/529-2371, 213/987-3131.

CMC MOTOCROSS, Escape Country, El Toro, Ca. Jrs: \$5 mail (3/14), \$10 post. Srs: \$10 mail, \$15 post. Box 1402, Costa Mesa, CA 92626.

MOTOCROSS, CMC North Carabela series. Carnegie Cycle Park, Livermore, Ca. Sign 7. Race 9:30. 408/736-5660, 415/846-3510.

MOTOCROSS, Reach Out Rialto, Rialto, Ca. off Highland Ave. Gates 7 am, race 9 am. \$5 mail, \$8 post. Free gate to mail entries. Cash to Experts. Box 671, Rialto, CA 92376. 714/875-2698.

GRAND PRIX MOTOCROSS, A.C.E. Indian Dunes Park, Valencia, Ca., all classes. \$5 mail, \$8 post. Box 174, Newhall, Ca. 91321. 805/259-8007.

USMRC TT/FT, El Toro (Ca) Spdwy. 2:30. \$5 post. Cash to Experts. Box 1027, Pomona, CA 91769. 714/985-3149.

HILLCLIMB, Campbell MC, Carnegie Cycle Park, Livermore, Ca., 415/581-1256, 846-3510.

CMC MX, Saddleback Park, Ca. Jrs: \$5 mail (3/14), \$10 post. Srs: \$10 mail, \$15 post. 9 am. Box 1402, Costa Mesa, CA 92626.

MX, Yuba-Sutter. Under the E St Bridge, Marysville, Ca. Sign 7, race 10. \$3 ride, \$2 watch. 916/673-7767.

HARE SCRAMBLES, Buzzards. Lined from 4 Corners (Hwys 395 & 58) Trailbikes all the way. D-37 pts. 10 am.

SMALL BORE ENDURO, NRWRA. 125cc & under. Lined from US 66 & Central Barstow off ramp. 2 40-mi loops. 8 am start, E-Z ride. \$6 mail, \$7 post, add \$1 for each team member. (Family Fun Hint: have Dad, Mom, Junior, & Sis make a team!) 2 SASE to Box 2241, Cypress, Ca. 90630. 714/828-3790.

MX, Gripsters. Elsinore (Ca) Rcw. \$5 mail (3/16), \$8 post. Sign 7:30, race 9:15. D-37 pts. 7231 Monroe Ave, Buena Park, CA 90620. 714/828-4389.

POKER RUN, Napa MC, Catania's Pizza Parlor, Silverado Trail & Spring St. on State Rt. 121. Trophies. Sign 9. Start 11. \$2 enter. 707/224-5182, 707/226-7978.

MOTOCROSS, Sand Hills. Strachan, Colo. SRAC pts.

ENGLISH TRIALS, Plonker's Saddleback Pk. Sign 8. Start 9. 213/830-3516

MONDAY, MARCH 20

FIRST DAY OF SPRING. Go out and ride. Quietly.

District 36 Sportsman Cards Expire. To renew write Box B-111, Ceres, Ca. 95307.

FRIDAY, MARCH 24

USMRC MX, El Toro (Ca) Spdwy. 7:00 pm. \$5 post. Cash to Expert. Box 1027, Pomona, CA 91769. 714/985-3149.

AMA NATIONAL SCHEDULE

4/16	Atlanta, Ga.	125 mi RR
4/29	Hialeah, Fl.	25 lap Mile
5/6	Gardena, Ca.	25 lap TT
5/21	San Jose, Ca.	25 lap Mile
5/27	Los Alamitos, Ca.	20 lap 1/2 mile
6/11	Louden, NH	100 mi RR
6/18	Louisville, Ky.	20 lap 1/2 mile
6/25	Indianapolis, Ind.	125 mi RR
7/2	Columbus, O.	20 lap 1/2 mile
7/2	San Jose, Ca.	20 lap 1/2 mile
7/9	Salem, Or.	20 lap 1/2 mile
7/15	Castle Rock, Wa.	25 lap TT
7/23	Monterey, Ca.	125 mi RR
7/29	New York, NY	20 lap 1/2 mile
8/5	Homewood, Ill.	25 lap Mile
8/10	Hinsdale, Ill.	Short Track
8/13	Peoria, Ill.	1/2 mile/TT
8/26	Indianapolis, Ind.	25 lap Mile
9/3	Talladega, Ala.	200 mi. RR
9/9	Arlington Hgts, Ill.	Mile
9/17	Nazareth, Pa.	25 lap Mile
9/23	Gardena, Ca.	1/2 Mile
10/1	Ontario, Ca.	250 mi RR

SATURDAY, MARCH 25

PRO INDOOR SHORT TRACK, Lubbock Municipal Coliseum, Lubbock, Tex. \$1200 purse. Qual. 5, race 8. 806/374-1142.

AMC MX & CLASS, John DeSoto. Saddleback Park, Ca. \$5 mail, \$10 post. 9:30 am. AMC membership: \$5 to Box 663, El Toro, CA 92630. 714/830-7646.

SPEEDWAY. Indio Fairgrnds, Indio, Ca. 213/286-3637. 714/399-5488.

MOTOCROSS, Cedar Fort, Utah. Manning Cycle Park.

SUNDAY, MARCH 26

ROAD RACE, AFM Vacaville, (No.) Ca. Prod., GP, & sidcar classes. Pre-entries please. Box 373, Brisbane, Ca. 94005. 415/467-5063, 714/979-8761. \$2.50 watch. Note location change.

ROAD RACE, ACA. Riverside Raceway. All Jr & Sr GP plus Prod. Sign 8:30. Race noon. Mail \$8, \$1 ea additional class. Post \$15. 106 No. Claudina, Anaheim, Ca. 92607. 714/774-3222.

WIDOWMAKER HILLCLIMB. State Prison exit from I-25, 20 mi. south of Salt Lake City, Utah. 10 am. 100, 125, 200, 250, 500, open, exhibition fuelers. Nov., Am., run separate hill. 600 ft. new on Ex. hill. Utah SRA pts. Rain date 4/9. This IS the Big One.

100-MILE CURLY FERN NATIONAL ENDURO, Whiting, N.J.

SHORT TRACK and SCRAMBLES. Merced Fair Grnds. Speedway, 8th & J Streets in Merced, Ca. Sign 9:30. Prac. noon, race 1. \$2 ride. Adults \$2.50. Tykes \$.75, under 6 free. 408/296-7368.

MOTOCROSS, Southwest MX Park, Lockhart, Tex. Box 538.

CMC MX, Rawhide Park, Elsinore, Ca. Jrs: \$5 mail (3/21), \$10 post. Srs: \$10 mail, \$15 post. 9 am. Box 1402, Costa Mesa, CA 92626.

GRAND PRIX MOTOCROSS, A.C.E. Indian Dunes Park, Valencia, Ca. \$5 mail, \$8 post. Box 174, Newhall, Ca. 91321. 805/259-8007.

MOTOCROSS, CRC, Elsinore Raceway, Elsinore, Ca., Beginner & Nov. only. \$3.50 puff, minis, age classes. Gate 7. Race 9. \$3.50 ride, \$1.50 gate. 714/688-1291. 213/830-7519.

MOTOCROSS, PACIFIC AMA, Carnegie Park, Livermore, Ca., 3rd of series. \$2000 purse. 415/581-1256 or 846-3510.

MOTOCROSS, LVMC, Las Vegas Speedrome (2 mi. north of Nellis Air Base), Nev. Sign 7:30, prac. 9. Race 10:30. \$5 ride. \$2 watch. Tykes free. 734-6703.

WILD HARE SCRAMBLES, HBMC. Lined N of Four Corners on Hwys 395 & 58. 10 am. D-37 card req'd. D-37 pts. Lots of trophies.

USMRC TT/FT, El Toro (Ca) Spdwy. 2:30. \$5 post. Cash to Experts. Box 1027, Pomona, CA 91769. 714/985-3149.

HARE & HOUND, Rimbenders. Motorcycle Racers of Nevada.

TT SCRAMBLES, Boulder Ridgerunners, Coal Crk. Raceway, E of Boulder, Colo., on Hwy 7.

MOTOCROSS. Jrs only. Bay Mare. Mail \$5. Post \$7. Box 371, Somis, Ca, 93066. Race 8. Race 9:30. 805/529-1872.

MOTOCROSS. Las Vegas Speedrome, Las Vegas, Nev. Sign 7. Prac. 8. Race 9:30. \$5 enter. \$2 gate. Tykes free.

"TAG TEAM" MOTOCROSS-Coyote Raceway, Taos, New Mexico. 2 bikes, race 1. Mail \$8. Post \$10 per team. 505/758-2117.

MOTOCROSS, Castle Rock Fairgrounds, Castle Rock, Wash. 274-6881. Box 51, Castle Rock, Wa., 98611.

MOTOCROSS, 1 mi. W of Sunnywide, Washington, to Swan Rd. follow arrows. 100, 175, 250, Open. Sign 12, race 1. \$1.50. Tykes free.

ACA MX, Saddleback Park, Ca. \$5 mail (3/24), \$10 post. Prac 8 am, race 9. 926 W Upland, CA 91786. 714/982-7370.

MX, Oasis Int'l Rcw, Hwy 20 between Williams & Clearlake in Lake Co. Sign 7, race 10. \$4 ride, \$2 watch. Entries close 3/20. 43 Soda Bay Rd., Lakeport, CA 95453. 707/263-6850, 263-5049.

MX, Washoe Co Frnds. Sign 4 pm Sat or 7:30 am Sunday. Race 10. \$4 mail (3/20), \$5 post. Make checks to Al Lockett, Inc. Send bread to Larry Urrutia, 2340 Pauline Ave, Sparks, Nev 89431. 702/323-6055.

TT SCRAMBLES 395 Cycle Park, Adelanto, Ca. Ultras & LW sign 7, race 9. HW sign noon. \$2 ride, \$1.50 gate. 714/246-6109. D-37 pts.

MOTOCROSS, Freemont. Florence, Colo. SRAC pts.

WILD HARE, HARE SCRAMBLES, Huntington Beach. Trail nows all the way. 10 am. Marked from 4 Corners, Hwys 395 & 58. D-37 pts.

TT SCRAMBLES, Boulder Ridgerunners. Coal Creek Raceway, between Wadsworth & Valley Hwy, Boulder, Colo.

THURSDAY, MARCH 30

TT AND FLAT TRACK, Trojan Speedway, South Gate, Ca. 7:30 pm. Admission \$2.

(Please turn to pg. 38)

Rapidly recovering from a broken hip, Jim Connolly is now suffering from a severe case of frustration. Working overtime to catch up back-logged work, Jim has had little time to get his bikes ready for the Viewfinders GP which he didn't race. He is now trying to decide whether or not to ride the Mint 400 on a Kawasaki sponsored by Dirt Bike Magazine. New rules issued for the Mint 400 specifically exclude "choppers" like the one Jim and Rick Seiman rode for six full laps last year.

Leisuretech's May National Motocross series tepping down in three locales in California during May, has already lined up a list of notables such as DICK MANN, JOHN RICE, JIM WEST, BILL CLEMENTS, JOHN DeSOTO, BILL SILVERTHORN, BRYAN HOLCOLM, TIM HART, LARS LARSSON, MARTY TRIPES, GENE FETTY, RICH THORWALDSON, JIM WILSON, GUNNARD LINDSTROM, etc. Big shoes who may ride is Europe doesn't come through include BOB GROSSI, GARY JONES, MARK BLACKWELL, BRYAN KENNEY and BRAD LACKEY.

The 1972 Grand Prix Motocross season will see Finish Champ Kalevi Vehkonen contesting on a factory Montesa. Permanyer S.A., the Barcelona manufacturer of the popular Spanish two-stroke, has formally announced the signing of the flashy young Finn to a one year contract.

DON CASTRO was recently observed picking his lines about the speedway practice course at Saddleback Park on a quick Jawa reportedly owned by SUMNER McKNIGHT. Seems as though Don may wish to pick up on some of the Tuesday night action at Ascot this summer. The same goes for DAVE ALDANA, who has also been seen lurking about the Speedway practice track.

Those nine-on-a-Hodaka guys confronted us at the Viewfinders GP and said they plan on mounting 15 on the same machine...says they: "Those guys from the House of Handlebars were stationary — we're going to ride the thing down the street." Having recently taken the written version of the Class 4 License test here in California, we understand they could get a ticket for doing that so we won't you where they plan on doing it. If they get caught by anything, hopefully it will be by a camera.

In the Gads-Su-Zooks Department: JOHN DeSOTO was a wee bit upset about Buzz Baty referring to him as being RICH THORWALDSON'S teammate, or vice versa. The competitive spirit is still there folks, and John still wants to win, even if his closest competition does ride the same brand.

We recently confronted JIM WILSON to find out the cause of his "comeback." He just smiled, "Comeback?" Several years back, Jim was the hottest shoe on the Coast, locking handlebars with DeSoto and the other top racers around. Then came the young 'uns (which doesn't mean Jim is old) and Jim faded. Come '72 and Wilson's name started heading the lists again. "Well, I've learned how to start better," he explains. "When you start off 25th and work up to seventh, you can't win. But when you start off in the top five, well, it's a lot easier." So he insists it's the start that counts. Whatever it is, TED MOORE of American Jawa is very happy these days.

FOUR-STROKE MULTI LOVERS TAKE NOTE: Not only is there a large (circa 900cc) Kawasaki in the works, but now it seems that there is a BENELLI SIX-CYLINDER 750 being tested in preparation for production. If cylinders keep multiplying and getting smaller some companies may find themselves in the model airplane business.

Contrary to what a letter implied in the last issue, Rescue 3 will continue to serve desert events. They were not at the Four Aces event because they were taking a course that was only available at that time. Tom Burke in Barstow can answer any questions.

Seems as if the Forest Lawn concept of a nice financial cocoon from birth to death has zeroed in on Texas bikies. Cycle Land in Houston (where else?)

has 500 acres to play with and is making a cycle park out of it. The long-range plan is to gradually reduce the riding area and build houses, pools, and even a golf course for decrepit motorcyclists. Who knows? We might even appreciate it one day.

Superfast Austinite JACKIE O'LEARY sez he's getting his broken leg together slowly, so it'll be several months before he does any serious racing again.

The KASSON MOTOCROSS TEAM is ready for Evel's \$25,000 motocross in May. Captain Bill says he intends to bring at least half the gold back to Texas and donate to such needfuls as Gus Mustacher and the Sharpstown Bank.

Husqvarna of Sweden is tightening up their U.S. market by taking all their stateside distributors with namby-pamby names (like MED-International) and giving them a more descriptive handle (like Husqvarna MotorCorp West). M. Edison Dye, the chap who is credited with the birth of motocross in the United States (and the subsequent sale of at least several dozen Husqvarna motorcycles which just so happened to come from his company) is now president of Husky West. He will still bring in Laverdas and other products under the MED-International banner, though.

Did you know that Husqvarna makes sewing machines, too? Wonder if Lars Larsson plans to manufacture a titanium treadle for the more sporting tailor.



This is a scene from NBC Television network's World Premiere movie, "Moving On", to be aired Friday, March 17. It stars Geoffrey Duel and Pat Wayne as two fellows who wander around the western U.S. racing motorcycles (Suzukis) and stock cars. It will be shown in two parts and may become a series. If jumping one dune buggy sells television shows then think what Evel or Super Joe could do in T.V.

Seems like every country we bombed soon makes a comeback in the motorcycle industry. Hatch Imports, Inc., 14622 Victory Blvd., Van Nuys, CA 91401 is now importing leathers from Korea. H.F. Hatch says, "These leathers are fully lined and attractively striped. Suggested retail price is \$49.95 and both dealer and distributor inquiries are invited."

The aptly-named Sand Sailors, a group that puts on regular European Scrambles at the Ponderosa, has started a schoolboys class for their every-third-weekend meets. Also, Saturday meets will be for cash. \$30 for first, \$20 for second, \$10 for third, and \$5 for fourth and/or fifth. Ponderosa meets are a gas if you appreciate good family atmosphere.

David Martin, president of the Pomona Valley Desert Riders, reports that his "Granny Run One" E-Z enduro came off well, with 222 entries and 160 finishers. To complete things, the pit area was left "at least as clean" as the way it was found. The course was completely cleared by 3 p.m., meaning everyone was safe at home in time for Bonanza. These "fun-run" enduros are catching on like the flu. PVDR will be having another in late Spring and the SRA, whose recent Calico Ghost Run

was a phenomenal success (Heck, three C-N staffers trophied in that one, including one on a box-stock Suzuki 125) will be having another "family enduro", as they are called, next month.

While we're on the subject of this new form of so-called enduro riding (they're not "enduros", by any stretch of the imagination but they are fun to ride) be sure to sign up to ride the Benefit Enduro for Larry McClellan, a sidehacker who is in dire need of medical care after a crash last November. Read Ron Schneiders' column this week and find out he does, after all have a heart.

MALCOLM SMITH, the man who made Bruce Brown famous, or something like

certificate for eight Champion Spark Plugs.

The San Francisco Chronicle, the only big daily on the Coast that is fun to read, printed a nice, big picture of Evel making the 15-car jump at the Cow Palace on their front page.

SHORT AND SWEET NOTE FROM THE 100'S M.C.: "As of March 7, 1972, any member of the 100's M.C. pit racing will be dropped from the club."

LATEST JOKE FROM THE CREEPING MEATBALL: The Department of Transportation has decided that as of September 1, 1973, motorcycles will have to have "either a split hydraulic system with a reservoir

the latest poop

By Papa Wealey

that, has been appointed to the illustrious position of "Consultant" for Husqvarna Incorporated. Just shows what a little bit of publicity can do for a guy.

The final judgement on the Richmond Ramblers vs. ARCO case will be reached shortly. The Ramblers had filed a suit against ARCO after the big oiler had decided bikers could no longer ride the land they own at Point Richmond after decades of not caring. Could be a landmark decision.

Race promoters and part-time publishers Gavin Trippe and Bruce Cox had the gall to ask us to mention that their offices are now located at Suite 17B, 19531 Airport Way South, Santa Ana, CA 92707. Such bloody nerve.

Escape Country will offer a class for beginning dirt riders which bears the copyrighted title, "Acres of Answers". The class starts March 18 and will be held every weekend after that, with things getting underway at 10 a.m. Each session is four hours long and costs \$4 per session. If you want to know more, jangle them at (714) 586-7964.

Last year the Can-Am Challenge races, where localites racing under the ACE banner met with top Canadian shoes up there, were quite successful. This year things look better as the Canadians will come down here in April to meet the ACE team for the first leg of this year's Can-Am Challenge Races. Second leg will be held in September same place as before — Aldergrove, B.C.

One typo we're glad we didn't make: "Prema dona" for "prima donna."

Poor John Taylor. He worked his padoobah off laying out the SRA Calico Ghost Run course and received nary a word of credit. Shame on you, Ron Vincelletto.



Alas, the hassle of being a professional racer. As you can tell, Bugs is thrilled posing as a model for Champion spark plug's new rider shirts. Champion is giving one to each of the 100-or-so National riders with each rider's number subtly affixed to the front, as you see here. In addition, Champion is giving the top 10 professionals a Champion travel bag, a Panasonic electric shaver (for Kenny Roberts?) and a gift

for each master cylinder or two independent service brake systems. The independent systems would incorporate a hydraulic service brake combined with a hand-operated parking brake."

We ran across DOUG GRANT at Escape Country, this time just spectating since he injured himself two weeks ago. The cast should come off in about seven weeks, but it will still be some time before he is back racing. For those who missed it, Doug broke his right leg near the ankle and also a bone in the ankle. Surgery was made to pin the break. He's in good spirits and can't wait to get back on the track.

Two radio stations in Southern California broadcasted the Daytona 200 miler Sunday. One, KFMB in San Diego, had it live while KBIG, Los Angeles, was on an hours delayed tape. Writer Joe Scalzo was seen at the Pacific-JOE series walking about wondering how the announcer got the final results so fast. Seems as though he was listening to KBIG and the announcer was tuned in to KFMB.

Al Ferman of the Four Aces M.C. tells us that the FOUR ACES GRAND PRIX will not be held at Willow Springs this year. Yes, it was advertised as such, but at the last moment, it was learned that permission could not be secured to ride the back section of the course. To make things worse, the track owner rented the road race section to the ACA on the same date for one of their things. Al and the boys went out looking and found a place which is not only cooler, but neater. Only 28 miles from the heart of Los Angeles is Muntz Cycle Park. The race will be run over virgin land, through the Simi river (it's just a little thing) and over rolling hills. No super up or down hills. Also, no one-bike-at-a-time trails. The same row-by-row starting procedure will be used, but best of all it looks like spectators will be able to see most of the course. The Four Aces don't want any pit racing, so only silencer-equipped competition bikes will be allowed on the grounds.

EVEL KNEIVEL and J.C. AGAJANIAN will be promoting a motocross up Sacramento way next April. Yes, he's going to jump. Right now he's got a little over a week before he has to make a broken ankle heal so he can keep an engagement in Detroit.

Local television Station KNXT, Channel 2, came out with an anti-Indian Dunes/Motorcycles "news report" Sunday night. If you saw it you know why news report is put in quotes. If you happened to see it, give the station a call giving them your comments and feelings; maybe try writing some letters to KNXT. CN is attempting to get a rebuttal time. KNXT is an affiliate of CBS, which recently purchased Cycle World...we wonder if the Mama Organization knows its Los Angeles baby is cutting part of Mama's throat???

**LESS SOUND
MORE GROUND**
Off Road Vehicle Institute-SD

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MORE SOUND, LESS SRA

There will be no more SRA races for me.

After trying their Hare Scrambles held on March 5 I can't take any more of their poorly-run races. To start it off, they don't even require silencers, or request that they be used. How is that going to help motorcyclists that are trying for "less sound, more ground?"

It was the most poorly marked race I ever saw. Hardly any ribbon had been used and you mostly went by lime that disappeared after the first run of bikes.

While running through the first loop I noticed that a lot of the course ran parallel with service roads. The course was rarely marked with danger marks in the right places. This brought me and three others to permanent stops in the same place. From there I walked 20 feet to a service road where a SRA official was rapidly taking down the numbers of the offenders to disqualify them. Remember, this road was less than 20 feet from the course.

I just hope that from now on the SRA officials will try to put some extra time and care into their races. Or at least require silencers.

DEAN JONES, JR.
Huntington Beach, Calif.

NOT 1, BUT 2!

Just finished reading your article on the 100's M.C. race of February 27. I noticed not one but two errors in your reporting of the overall finishing results. First of all my name was completely omitted as finishing eighth overall.

Then you listed a Lightweight Amateur as finishing seventh overall.

HOYT STATHAM
No. 94
Cactus Cats M.C.

THANKS

We wish to thank everyone who helped Bob Orm and Tom Turner after their accident at the Saddleback hillclimb, February 27.

Tom is out of the hospital now with a badly broken leg. Bob was not as fortunate and will be confined at least six to eight weeks. Cards and letters may be sent to Room 24B, Chapman General Hospital, Orange, Calif.

RUTH AND TOM TURNER

HE NEEDS HELPING OUT

I need helping out. On page seven of the February 29 issue there is a snap of Jim Coates and Debbie Jackline riding the 125 Expert final at Santa Rosa.

Here is my problem: I have a Yamaha like Jim's and desperately need a rear fender like the one pictured. Could a C-N private eye find out where he got his? It would really help me out.

LARRY MANN
1864 262nd St.
Lomita, CA 90717
Maybe Mr. Coates will drop you a line...Ed.

HAIL, EVEL

After witnessing today's attempted jump of 21 cars at the "Big O Miller 500" by two young up-starts, I still believe Evil's (sic) 19 cars is the record.

They may have set a distance record at 138 plus feet. However, it seems funny that a guy should claim one-half the record for 21 cars when he passes four of them before leaving the take-off ramp. The Honda rider, I consider, as having crashed into the 18th car, since he would have landed on the ramp directly over its roof, had the last four cars been under the ramp instead of alongside it. What they do deserve is recognition for pure guts, particularly the ring-ding rider.

I believe many people will agree with me that these guys are a farce, until they begin to use the same exact set-up as Evel (under the ramp), and use real motorcycles (40-or-more inches) for jumping. Hail Evel!

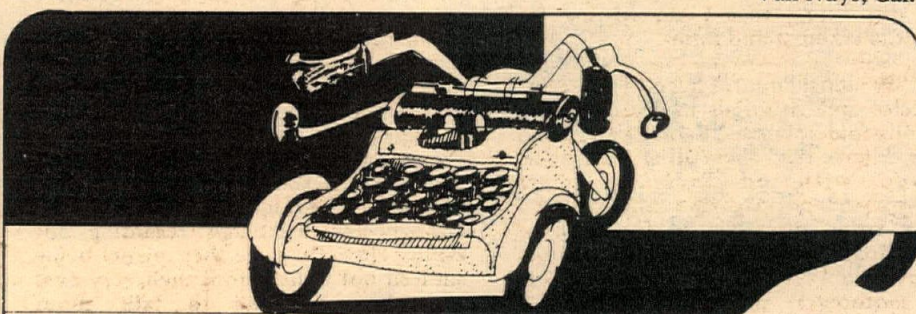
As for Gene Romero and the race, who knows, with a better car and a little time he could be in a bigger glory circle and more green. Better luck to Gene in future starts!

DAVIS M. PALMER
Victorville, Calif.

YAY, SRA; BOO, T.K.

After reading a letter printed in March 5 issue from T.K. McGeachin I just had to write you.

This fellow was upset because he had to get out of first gear now and then, and because the course was, in his words, "just great for experienced riders." I can't help but wonder what he would do or what kind of letter he would write after riding only the first day of something like the Greenhorn Enduro.



VOICES OF THE WEST

Anyone who rode the SRA Calico run can tell you that there were plenty of sandwashes, smooth spots, and a rather large dry lake bed to make up time on.

Maybe he would be happier peddling his Mo-Ped around a Sears parking lot with only a light pole or a shopping cart now and then for obstacles and frequent half-hour breaks at Jack-in-the-Box.

I didn't see him thank the SRA for the free goodies at the first check.

I think that the SRA did a great job of offering a variety of terrain and a great day of riding fun for all.

TOM STEWART
Yorba Linda, Calif.

HALLO, UP THERE

A recent issue contained a letter from the Lincoln, California Sidehack Association, but it didn't give their mailing address. I would like to get it or hear from anyone in Northern California interested in sidehack racing.

JACK SINGLETON
c/o Freedom Motorcycles
1703 Freedom Blvd.
Freedom, CA 95019

TOUT LE MONDE

Please send me any available information regarding motocross racing and parks.

Thank you.

V.L. MINERVINI
Dallas, Texas

UNITED WE RIDE, DIVIDED WE WALK.

During the 1970 California legislative session there were 81 proposed bills which effected the motorcyclist. During the 1971 California legislative session, there were 210 proposed bills which also effected the motorcyclist. — Now in 1972, we already have been flooded with proposed anti-motorcycle type laws; i.e., headlamps to be lit at all times, no-fault insurance, the President's Proclamation, etc.

For the past two years, the major source of protection against unfair legislation has come from Russ Sanford, of M.O.R.E., P.O. Box 26062, Sacramento, California 95826.

Last year Russ had to dig deep into his own pockets (\$4,000) to continue our fight against unfair legislation from all levels.

One way that the organized clubs could assist Russ is to help financially support M.O.R.E. This can be accomplished by conducting M.O.R.E. benefit events — motocrosses, enduros, scrambles, field meets, road tours, whatever.

If the above suggestions are not feasible to some clubs, than at least the clubs could send to him a minimum of 10% of the gate of any other event that they hold. Without men like Russ Sanford, our motorcycling days are numbered.

L. ART RAYNOR
Van Nuys, Cal.

Chamber of Commerce know about it by not supporting their event.

The entry forms make no mention of insurance so competitors are really sticking their necks out. It is something that really should be thought about.

ELAINE SMITH
Bakersfield, Calif.

The Elsinore Chamber of Commerce was unable to obtain an AMA sanction because they are not affiliated with any club. They have never made the slightest suggestion that riders would be insured or that district points could be earned. All entry blanks had to be notarized after the liability clause was signed, thus giving the city some defense when ten thousand lawsuits from injured riders hit them. All the money made from the event — and it won't be much, because of myriad hidden costs — will go towards next year's event, if the spectators don't blow it this year...Ed.

PULLING A GOOD ONE

Will the person who borrowed and didn't return my flywheel puller at the Santa Maria motocross Sunday, March 5, please return it to me now?

JEFF CREAGER
9926 Cabanas
Tujunga, CA 91042

HOW TO RACE

I'm new to motocross and was wondering how one goes about entering the sport. What organizations does one have to join. What are the designations of class and the qualifications for these classes?

JOHN B. GIBSON
Anaheim, Calif.

Spend your nights reading everything you can get your hands on regarding motocross. Newspapers, books, magazines, everything. Learn everything you can; what to wear, what to ride, where to ride, how to ride. In the daytime, go out and ride. Ride, ride, ride. You live near Banzai Park and Saddleback, so ride 'til your brains fall out. Learn from the guys who go faster than you. Try to find out what happened every time you crash. (You are going to crash, aren't you?) Go to the races and study the better riders' techniques. Then go out and practice some more. If you still feel up to racing, join the CMC, ACA, AMA, or ACE and give it all you've got. Don't look back. Now you're into motocross. But remember the words of Dick Mann: "Any guy who wants to race is racing. If he says he wants to race and he's not racing, he doesn't want to race"...Ed.

WHAT IS REALITY?

I have read a few of your newspapers and I think they are real interesting. There are a few things I don't understand.

What is motocross? What is the track like?

What is TT? What kind of race is it? What is the track like?

What is the difference between MX and motocross?

What is done to a motorcycle to classify it as an MX?

In your opinion, which is the best motorcycle in street and racing, like motocross?

BART STARR
Lakewood, Colo.

Both motocross and TT courses have both right and left hand turns, a jump or two, and necessitate several gear changes. A TT is on a well-prepared course while a motocross utilizes as much natural terrain as possible. (That's the way it's supposed to be, anyway.) The machines used are radically different from one another, particularly in regards to frame geometry, tires, and type of engine used.

A motorcycle doesn't have to be anything special in order for some manufacturers to classify it as an "MX" model. But to be a good one, it has to be light, agile, have a wide powerband, superior handling under all conditions, and be reliable at least until the race is over. According to John Banks, the perfect motocrosser will decompose a minute after the final moto.

If you want the best all-around bike for both street and motocross, we're afraid you're going to have to build it yourself because no one else will ever know what your requirements are...Ed.

THIS IS AN OPEN LETTER TO ALL THE "HOT SHOES" IN DISTRICT 36 AND 37 OR WHATEVER YOU ARE!

The Lompoc Slo-Pokes M.C. are hosting an American Moto-Cross Team Benefit motocross April 9 at Spillway Park in Santa Maria. This is an AMA sanctioned event with double district 35 points.

If any of you fast (or half-fast) cats would like to try and beat the District 35 FARMERS now is the time to try, but the ground is rough and plowing tough! One of the District 35 farmers: Doug Grant, intends to lay down the first furrow on his AJS, Gary Chaplin, another 35 farmer should be on hand to help change the landscape. A few of the other farmers expected to help till the soil are: Ron Bass, John Dallaire, Billy Woods, Joe Cushaway, John Grossini, Larry Greer and Gary Smalley. So if any of you city slickers would like to try plowing these farmers under, load up your tractors and heavy equipment.

In addition to the usual harvest of corn at the end of the day there will be some subsidy.

So plan on visiting the old plantation April 9 and have a good time cherry picking and help out M.O.R.E. and the AMXT as they receive all proceeds.

Harness time 7:30, hitch-up 8-8:45 and the plowing starts at 9. We even honor all foreign passports.

ERNIE EARNEST
Sec.-Tres. Lompoc Slo-Pokes M.C.
P.O. Box 883,
Lompoc, Ca. 93436

BOO ELSINORE!

I hope that every AMA motorcycle racer contemplating entering the Elsinore Grand Prix will take a close look at the official entry blank. They really tie you down with the non-responsibility clause. Why? Because it isn't AMA sanctioned, and nowhere does it mention any district points of any kind. The Chamber of Commerce just found a way to make money off of a District 37 tradition that the Gripsters worked so hard to keep going.

If the racers have any respect for the AMA, District 37, or the Gripsters, I think that they should let the Elsinore

YOU CAN'T AFFORD NOT TO BE A MOTOR-VOTER

It is absolutely essential that every motorcyclist be prepared to go to the polls in this election year to vote for candidates who will support motorcycling and motorcyclists.

We will do our part by publishing the names of elected state and federal representatives who have supported motorcycling.

If you will be 18 years of age or older by November 7, 1972, you must do your part by registering to vote.

PRIMARY AND GENERAL ELECTIONS

General Elections occur on the first Tuesday of November: November 7 in 1972. The General Elections give voters the opportunity to vote for a single representative from each political party, i.e., Democrat, Republican, Peace and Freedom, etc.

Most states have Primary Elections which are held several months prior to the General Elections. The purpose of the Primary Election is to determine by

the people's vote which of several candidates will run on the party ticket. In explanation: several persons may wish to become the Republican Candidate for a particular post to be voted upon during the General Elections. Likewise, several persons may aspire to become the Democratic Candidate.

At the time of the Primary Elections, the Republicans choose which of the

Candidate. Likewise, with the candidates from each of the other parties.

The neatest thing that could happen would be to have a Republican motorcycle supporter running against a Democrat motorcycle supporter in the General Elections.

And, we can make that happen if we all pull together!

HOW DO WE DO IT?

m.o.r.e. from the capitol

several persons will become their single candidate. The same is true for the Democrats and each of the other political parties.

PRIMARIES ARE IMPORTANT

As far as the motorcyclist is concerned, the Primary Elections are extremely important. If six persons seek the Republican candidacy, and only one of those persons have announced that they will support motorcycling if elected, it becomes ultra-important to us that he becomes the Republican

We will poll the candidates and determine their position on motorcycles and motorcycling.

You register to vote.

We won't tell you how to vote, but we will tell you which of the candidates will support motorcycling.

You vote.

REGISTRATION DEADLINES

Each of the states have deadlines for voter registration. In California, you must be registered as a voter by April 13 in order to participate in the Primary

Elections. You must be registered as a voter by September 15 to participate in the General Elections in California.

But, if you are a motorcyclist, REGISTER NOW! Don't put it off because something will come up at the last moment which will prevent you from voting and doing your part for the cause of motorcycling.

If you register to vote in the Primary Elections, you do not have to register again. You are automatically registered for the General Elections, and all subsequent elections if you continue to participate.

WHO MAY REGISTER?

Any citizen of the United States who is 18 years of age or older may become a Registered Voter. Persons who are now 17, but will be 18 years of age before November 7, may register to vote by signing an affidavit to that effect at the time and place of registering.

WHERE MAY A PERSON REGISTER?

A person must register in the County of residence. In California, a person may register in any contiguous county,

(Please turn to page 30)

GUEST COMMENT

in basic agreement with The Proclamation

By Bob Sanford

"Dirt riding as we know it," Chuck Clayton tells us, in commenting on Nixon's off-road riding Presidential Proclamation, "will be blown off the map of America." And Mr. M.O.R.E., Russ Sanford, feels that "...the judge (presumably Nixon) has just declared the death penalty, but has smoothed it over by allowing the victim to state whether he prefers hanging, drowning, electrocution or terminal sodomy."

On the other hand, Cycle News columnist Maureen Lee hasn't given up the fight yet, but does allow that "...now we're up against the Panzer divisions, the Federal Government, and they mean business."

If I understand Clayton's "as-we-know-it" phrase; and if I understand the intended victim of Sanford's "terminal sodomy" and if I understand the issue that necessitates a fight with Lee's "Panzer division" — if I understand all of this — and I think I do — then I've got some news. Off-road motorcycle riding "as we know it" isn't dying. It's dead. Has been since the infamous San Bernardino County ordinance that all but abolished off-road riding in that county. Indeed, we received a temporary reprieve. But as the saying goes, the die had been cast.

All of the aforementioned authors feel there is at least a slight chance to save off-road riding "as we know it" if we'll flex our political muscles and deluge our "officials whom we elected" with letters. I don't believe it. Dead is dead, and the last resurrection I know anything about occurred nearly 2000 years ago. Furthermore, no amount of erasable bond is going to spade the earth and open a closed casket. In fact, I'm not sure whether erasable bond has any effect on live issues, much less dead ones. I tend to agree with a person I knew in school who referred to the art of writing letters to legislators as a "Revolving Paper-Mill Fantasy." His thesis was that most of those "officials whom we elected" receive the letters, send back courteous thank-you-for-your-interest replies and proceed exactly as they damned well pleased. This is perhaps cynical and not exactly accurate. But it does contain a germ of truth about the effectiveness of letter writing campaigns, particularly when you can't muster an impressive number of participants.

But back to the issue at hand. Nixon, in his proclamation dated February 8, 1972, has made clear that he wants to restrict land use by recreational vehicles. Essentially, the President wants to establish separate areas on government-owned property for motorized off-road recreation. He is asking the various federal agencies to inventory their domains and to recommend areas and trails suitable for off-road riding.

And although I disagree with most of what Nixon stands for (and is); and although I feel that there are many objectionable statements in the Presidential Proclamation (including the absolute veto right delegated to the various agency heads); and although I believe that the opinions of the aforementioned authors are completely sincere — I still basically agree with the Presidential Proclamation. I must throw in my lot with the Motorcycle Industry Council, whose Board of Directors passed

a resolution supporting Nixon's decision, and who, in their words, "fully endorse the designation of specific land use areas for all types of recreational activity."

To explain why I personally endorse Nixon's policy, I am including excerpts from one chapter in a forthcoming book on dirt riding that I am writing for Bond, Parkhurst and Bond.

"By actual count, I have 14 magazine articles and editorials in my dog-eared manila folder, labeled Ecology and Land Use. I have read them all at least once, along with *ad infinitum* other newspaper and magazine articles that I have either discarded or forgotten to file. Mostly they are written by Editors or Assistant Editors or Feature Editors of motorcycle magazines, although a few have been written by *bona fide* Environmentalists or leaders of motorcycle groups, who have taken Creeping Bureaucracy to task and won this and that minor victory for our God-given sport.

"Some of them are good, some of them bad. Some of them are logical, some are stupid. Some are cleverly written, some are mockeries of the English language.

"But all of them, all of them without exception, espouse a central theme: We must fight for our God-given right to ride helter-skelter across any chunk of land that we so desire. After all, they seem to ask, isn't that what motorcycling's all about? Isn't motorcycling individuality and freedom to roam from Sea to Shining Sea without restriction? To conquer the unconquerable? To escape burgeoning suburbia. To do our thing if and when we please. Isn't that it?

"And if that's the case — which surely it is — we must unite, form voting blocks, write our legislators, demand an end to harassment and restrictions. We must oppose those Eco-freaks, those scare artists, who, like Krushovek (shudder!), are trying to buy us and our sport. We must save ourselves from those who don't understand us. On top of all that, we must placate our enemies by showing them that we are, indeed, not Hell's Angels, heaven forbid. We must pick up trash at riding areas to show them that we are Good People, not one-percenters. We must voluntarily muffle our bikes so they will know that Good People are policing themselves. We must put 50 gallon trash cans in the middle of the desert and plant trees and build bridges for horsemen and hikers in the High Sierras. And we must make sure that the Mass Media knows about these Good Deeds by the Good People.

"But it is not just misunderstanding that we must fight. There is also a conspiracy. People — businessmen, posey-sniffers, cattlemen, miners, and the like — have joined forces with the Eco-freaks and are trying to take our land away from us. They are greedy, these people, only interested in what's best for them. They give not one damn for us or our rights. They want the land, whatever the cost. As Gordon Jennings pointed out in his Nov. 1971 article in Cycle magazine, they're the cowboys and we're the Indians. And you know what they want to do to us, don't you? They — sit down if you're not already

sitting — they either want to exterminate us or PUT US ON RESERVATIONS!

"In case you haven't guessed, I am not totally in sympathy with the Editors and Assistant Editors and Feature Editors that have written the 14 articles in my dog-eared manila folder. I am not totally in sympathy with the actions being taken by much of the motorcycle industry, or the various lobbyists that represent our interests. At best, I think they are naive, and at worst I think they are, and will probably continue to be, ineffectual. Furthermore, I am sick and tired of the bombastic attitude of most of my two-wheeled brethren regarding our rights. Here they see their planet being snuffed out right before their very eyes and they continue to talk about 'pollution hysteria', the 'Bambi syndrome' and all that other tommy-rot.

"Look: It is an indisputable fact the motorcycles can be, and frequently are, destroyers (or at best, spoilers) of the land. Go to any heavily-riden area and take note of the ruts and erosion and missing vegetation. It is also an indisputable fact that land is becoming more scarce with each passing day, newborn babe and nuclear power plant. It is a further indisputable fact that some of our worst enemies are within our own ranks — primarily, those fledgling riders with zero consideration for other people of their rights.

"Along with this, consider the other demands on land. Consider the hikers, the campers, the horsemen, the bird-watchers, the rock hounds. Consider three-quarter of the rest of the recreating population, whose activities, by and large, are incompatible with our own. Then what do we have? An impasse? Do we continue to whine and nag, to write letters to our Congressmen? Do we continue to insistently beg for the right to traverse the land at will? Do we continue to believe that our opponents will be appeased by reducing noise to 92 decibels, when 85 decibels can cause loss of hearing?

"Not if we're serious about the future of off-road riding, we don't. Not at least in my opinion, which is worth just as much as the 14 opinions in my manila envelope.

"Let's face it: Less Sound, More Ground is a fine rallying point, a welcome relief for those that spend much time in the pit areas at competition events. But it is not the final solution. I do not believe that many non-motorcycle people can tell the difference between 100dbA and 92dbA, and I don't believe that our muffling action is going to make much of a dent in their armor. Furthermore, while I strongly believe that all bikes should be muffled, I believe that it is just another defensive move that will do little for the future of the sport. Just like building bridges and putting trash cans in the desert. Of course, of course, we should continue to do these things. But we must not become a sniveling bunch of apologists.

"We must take the offensive. We must welcome, indeed, fight for, those reservations. We must stake out our claims on the land before there is no

longer any land to be claimed. We must recognize our responsibilities to the land and to other people's rights. We must be responsible in our demands, but we must nevertheless demand.

"We must point out to the Sierra Club and other conservationists that our fight is their fight. We must make them see that the only way to stop mass land spoilage by recreational vehicles is to create many, large, suitable areas for our sport. We must convince them of the analogy between the Prohibition of liquor and the outlawing of recreational vehicles — i.e., that people will continue to do as they damn well please unless provided with acceptable substitutes.

"This we must do if there is to be any off-road riding ten years from now.

"This is going to take a lot of time, a lot of money, and a lot of brilliant, clever, behind-the-scenes maneuvering. We have the nucleus for such activity right now in the AMA and the MIC. But whether or not they're willing to take what I consider to be the necessary steps is another question. First, of course, must come a change in attitude, a change in tactics. Then they must go outside of the industry and hire professionals; professional moneyraisers, professional organizers, professional lobbyists, professional PR men and image makers (the present incestuous relationship between the industry and its lobbyists/PR men is neither adequate nor satisfactory). Furthermore, it should be apparent to veteran motorcyclists that riders are not capable or willing to organize themselves.

They — the professionals — must then study our present and future needs and recommend an adequate but reasonable share of the pie. And they must — must — persuade government(s) to act upon these recommendations. They must make government(s) see that we have as much right to public land monies as the golfer; that we have the right to separate and specific areas to conduct our sport; that we have a vested interest in protecting the land. There must be publicly supported areas close to metropolitan areas, where riders can spend a morning or afternoon. There must be numerous large areas a few hours away from the metropolises, with hundreds of miles of trails and space enough for competition events. And there must be areas in our National forests set aside specifically for trail riders, where motorcyclists and their families can camp and enjoy their sport amidst the country's abounding beauty.

"Because if they don't, brother, you'd better buy your kid a set of golf clubs instead of a mini-bike.

"Of course I will be accused of treason and heresy by many of my motorcycling friends by daring to utter these words. But I consider them to be true and the only conceivable salvation for our sport."

And that's how I feel. I see Nixon's proclamation as opening the door in our quest for specific riding areas. As I see it, our fight is in convincing the various agencies to designate adequate and suitable areas for us. If we fight the good fight and do the job, we may not enjoy off-road riding "as we know it", but at least, by God, we'll be able to ride off the road.



There's nothing like backing it into a corner.

By Bill Spencer
OAKDALE, CAL., Mar. 5, 1972 — With professional racing only one of the many facets of a racing career, former National Scrambles champ and still champion of the District, Jim Foley showed the young 250 Experts what racing is all about with a great Main Event win. Foley played his strategy to the hilt with a fantastic start to take a slight advantage at the beginning. Coming from the back was Jeff Davidson to take the second spot and take a few lessons from the master. It won't be too long before Davidson is

Foley Keeps Coming Back

doing the leading. Foley knows full well that the likes of these young riders are tomorrow's champions.

In the 500 Expert run, it was Alex Jorgensen, jolting the field with a beautiful blasting win on his well tuned Jorgensen BSA. Both Jorgensen and Mark Asbill put on quite a show of spraying the short scrambles facility and

were well applauded at the end of the Main from the newly constructed grandstand. This feature of the track appears to be able to withstand any earthquake that might come up in the near future and I suppose that means that racing at Pioneer Rodeo grounds is here to stay.

Two youngsters that can set the

world on fire are Del Smith and Phil Anderson. These two were part of a five man contingent of 650 Experts that put on a great sliding show that would be great on a half mile.

The Nevada boys didn't go home empty handed as in the 250 Junior Main Tim Bell from Sparks and Jeff Loft, Carson City wiped out the competition. Jerry Wayne did just about the same in the 250 Novice. The battle was hard fought all the way and even included Leonard Acosta on a new Ossa. Quite a switch for Len and a deserved one after a nice first place in the heat.

(Results on page 36)

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***** THE FIRST ANNUAL KFRE SPRING FEVER ENDURO *****



Carl Cranke on his way to his 250 Expert win at Marysville.

Cranke Gets 2 in Marysville

By David McElyea
Photo by D.M./Action Photo
MARYSVILLE, CAL., Feb. 27, 1972 — More than 200 riders turned out for the Yuba-Sutter Motorcycle Club's first motocross of the 1972 season. They were greeted by bright sunshine, spring-like temperature and smiling faces. There were more reasons than one for the smiles, it had rained for five days before the race, and the weatherman had predicted more of the same for the 27th.

The club had laid out one of their usual tough natural terrain courses. It had a little of everything in it: sand, mud, slick clay and some of the wildest jumps you ever saw. The referee eliminated one 300-foot long section of the course that was like a trials course; very tricky and so slick it was impossible to walk on. Most of the Amateur and Expert riders and all the spectators were disappointed, but it did save a lot of hide and maybe some broken bones.

There were only three riders out of 200 able to win all three motos for a clean sweep. One of them did it in two classes, Carl Cranke (Pen, CZ) won the 125 and 250 Expert classes.

There were only six riders in the Open Expert class but it couldn't have been more exciting if there had been sixty. In the first moto Allen Yarrow (Mai) had it sacked up until the last 30 feet. At that point the lead changed three times, and before we knew what had happened Lonnie Forman took the checkered flag with Robert Harshburger not more than four inches behind him. Yarrow fell down just in front of the flag man, got up, and pushed across for a third. This race seemed to inspire the rest of the riders because there were many finishes like this in other classes.

When the rubber band snapped for the second round of the Open Expert class, it was hard to believe what we saw: Almost a dead heat into and out of the first turn. In the first lap the lead changed eight times! Yarrow was ahead when they went by followed closely by Forman, Harshburger and Larry Muldock (Suz). The lead changed three or four times in the next two laps. As they came around the last turn and down the last straight away Harshburger shot past both Forman and Yarrow and into the lead. Forman wasn't having that so he got a big handful of throttle and hung on. He got by Yarrow, and then he came along side of Harshburger. At the flag it was Forman by the width of a nob on his front tire. The third moto was a replay of the first two. I must say I was completely exhausted just watching.

In the Open Amateur class Mike Hammel (CZ) took the first moto over when Buzz Presser (CZ) fell down early and couldn't catch up. Buz came back in the second and third for wins. Hammel took two seconds and a first to come up with enough points to edge out Buz for first place brass.

The only consistent rider in the Open Novice class was Bob Harvey (Hus). He took two firsts and a second to take first place brass. Rick Morray came up second with one second and two fifths.

The 125 Experts ran with the Amateurs. Carl Cranke (Pen) went to an easy win after the only competition he had, Lonnie Forman, lost control of his Carabela on the first turn and went down taking Rick Greeves (Yam) with him. In a display of good sportsmanship, Forman wouldn't continue until Greeves was able to do the same.

(Results on page 36)

Alex OK on Dad's BSA

By Ann Carr
LODI, CAL., Feb. 27, 1972 — For the second time this winter, the weatherman allowed 70 degree temperatures and plenty of sunshine for the Lodi's Cycle Bowl.

In the combined 500-650 Expert events, Alex Jorgenson, aboard his dad's "ancient" 650 BSA, powered his way through the heat and found no one close after four laps. In the Main "Little Jorgy" also got off the line strongly, but went wide in the straightaway turn, but he came back with another handful and charged out front again. Mark Asbill's 500 MX challenged for most of the race but could never catch him. Maybe next week that "Beeza" will be charging full tilt on both cylinders.

The Novice and Junior classes offered outstanding Main Event performances by Dennis Mulkey, aboard a Honda in the 500 Junior Main, and Roger Harton on a Kawasaki in the 100 Novice Main.

Lodi offers one more winter race on March 26 sponsored by Stockton M.C.

and then four-in-a-row beginning April 16 with Lodi's annual spring race. These races will be capped off by the fifth annual Archie Clarke Memorial on May 7.

(Results on page 36)

BLM CAMPGROUND BROCHURE AVAILABLE

A new brochure titled, "Camping Opportunities — Bakersfield District", is now available, it was announced today by District Manager Louis A. Boll of the Bakersfield Office of the U.S. Bureau of Land Management. The brochure describes the BLM campgrounds located in Mono, Inyo and eastern Tulare Counties.

A single copy of the pocket-sized brochure may be obtained without charge from the Bureau of Land Management, 800 Truxtun Avenue, Room 311, Bakersfield, California 93301. Volume requests from public service organizations will be honored if the supply is adequate.

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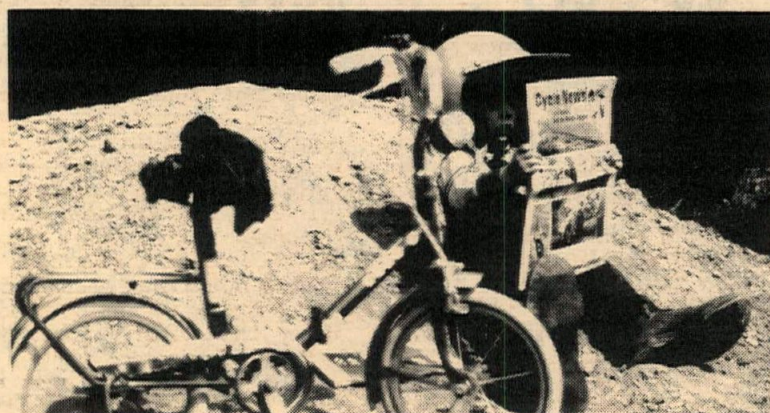
netted his dream scoot. Feet in boots and head in hat he began his training.



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Ed Williams.

Hoffman Goes for Carabela in CMC North Points Meet

By Steve Castillo
LIVERMORE, CAL., March 5, 1972 — Ron Huffman, riding a brand new Maico 400 out of Trophy Cycles put two wins back to back to take top spot in the Open Senior race at CMC North's First Carabela Series race. Ron, an ex-Husky rider, really shows great potential on his new machine.

The first 500 Senior race got underway with Ron edging out John Franklin (Mai) at the start but Franklin — right on his tail — sneaked passed Huffman. The two Maico riders were really close now — they'd go into a turn together and just as it looked like Huffman would scoot ahead, Franklin would dial in more power. As the two made the long downhill as close as Siamese twins, Franklin went down and was up just as quickly, but it was too late. Ron took the advantage. Huffman went on to an easy win with Franklin

coming in second and Russ Powell (Hus) third.

The last 500 Senior battle saw Franklin and Huffman dicing for first again but something happened to Franklin, he started to slow and lose some paces. Russ Powell moved in second. Huffman took an easy first, Powell second and Franklin took third overall. Loose mounting bolts were responsible for Franklin's place-loss — he was conserving the motor.

Greg Hubbs (Bul) dominated the 250 Senior race by winning both motos, and Henry Hallback (DKW) won both motos in the 125 Senior race.

This was the first race of CMC North's \$12,000 Carabela Series and was termed by many a great success. Watch for information concerning their upcoming point race — also to be held at Carnegie Park.

(Results on page 36)

New AMA Scoring System Dampens Spillway Spirits

By Mike Anderson

Photos by Chuck Anderson

SANTA MARIA, CAL., March 5, 1972 — What started out to be a perfect day of motocross at Spillway Park ended in a conflict of ill feelings between both rider and management. It seems that the AMA has put a new point system into effect making it impossible for the inconsistent rider to place in the final results. Many riders had bad luck in one moto and bounced back to take strong places in the other two, and still went home with nothing.

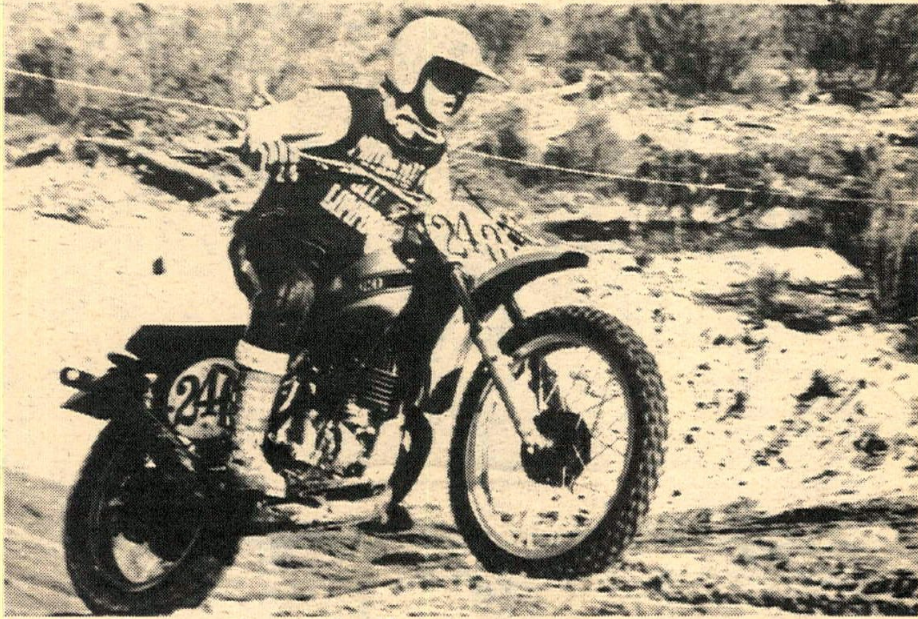
Open Expert rider Joe Cushaway would have to fall into the above category. Joe hit hard luck in the first moto when he dropped the pipe from his CZ. In order to conserve his motor and retrieve his pipe Joe stopped and settled for a finish. Joe made complete wrecks of the next two motos, taking firsts in high style. But, Joe still went home with nothing.

The big win went to "Mr. Consistency" Ricky Long of San Luis Obispo. Rick garnered enough points to take the win without winning a single moto.

Sherman (The "Lil" Devil) Schneller (CZ) jumped to an immediate lead in the first moto of 250 Seniors. By lap 2

Sherman had built up a 50 yard lead over Gary Chaplin (Mai) and Jeff Little (Yam). Later Sherman dropped out with machine troubles leaving the way for Chaplin and Little. The second moto saw Dennis Law (CZ) and Jerry Johnson (Suz) battle for top position until both dropped out. Gary Chaplin took advantage of this and moved into first. Meanwhile, Sherman Schneller, after a bad start (last to be exact), had moved his way right up on Chaplin's tail, and went on to pass him and win by a wide margin; but to no avail as Chaplin went on to win the final leg and overall.

The hard luck awards would have to go to Leroy Cushaway and Larry Greer. Leroy, after an operation and three months of no riding, went against the doctor's orders and rode his 380 CZ to take two firsts in the first two Open Junior motos. He would have won the last but he fell and since his leg was still stiff he couldn't start the bike, so he had to wait for someone to come to the rescue. Larry Greer rode his 125 Yamaha to three very creditable first-half moto wins. Of course, the last half somebody got by because of either breakdowns or endoes. Greg Higgins (Bul) went on to win the 125 Seniors. (Results on page 36)



Vic Clark of Lompoc took second Open Expert.

TWO HOURS OF COWTRAILING FOR TROPHIES

By Bill Spencer

FREMONT, CAL., Mar. 4, 1972 — Over 160 motorcycles started the three two-hour events at today's third running of this cow-trailing-for-trophies, and it was sheer madness for the scorers. At day's end, only the 250 class had been settled. With the magical success that this type of racing is enjoying, the system must be better organized so as to facilitate the distribution of trophies to winners on the same day. This is to be a major consideration for the next running on March 18th. The same scoring system will be employed but with added workers.

The 250 class was run first, and the results were messy as the first three riders finished on the same lap. Because of the way the finish was recorded, it is possible that a pass was made on the last lap to change the results. Nick Nazzisi and Rick Hocking were the two principles with Brian O'Hagan being the third party. It seems amazing that after two hours of hot and heavy racing three bikes area all within thirty or forty feet of each other.

The Open onslaught was a runaway for Greg Hodges on a 40-inch Triumph. He finished three laps in the front over the team of Sprague/Sprague on a Husky.

In the 125 debacle, Wayne Morrell just about ran with the whole race, with only a slight charge from Pete Francini and Rick Hocking. Just the mention of these two names makes for disqualification as an important rule in this type of racing is that one rider must be a Novice or be unrated. They really didn't care and had to drop out towards the end with the motor running sour.

Probably one of the great things about this type of action is that one never really knows if the guy you are following around the track is right in front of you on the scoreboard or many laps ahead or behind. The best bet is still consistency and being able to keep the motor running for the entire two hours.

This makes for the great amount of

fun that this end of the sport supplies. With the increasing number of participants, it's not unlikely that the classes may have to be broken down even more than they are now. The discussion will have to take place trackside.

RESULTS

250
Nazzisi/Cripps
Hocking/Paz
O'Hagan/Selby
Smith/Julson
OPEN
Hodges
Sprague/Sprague

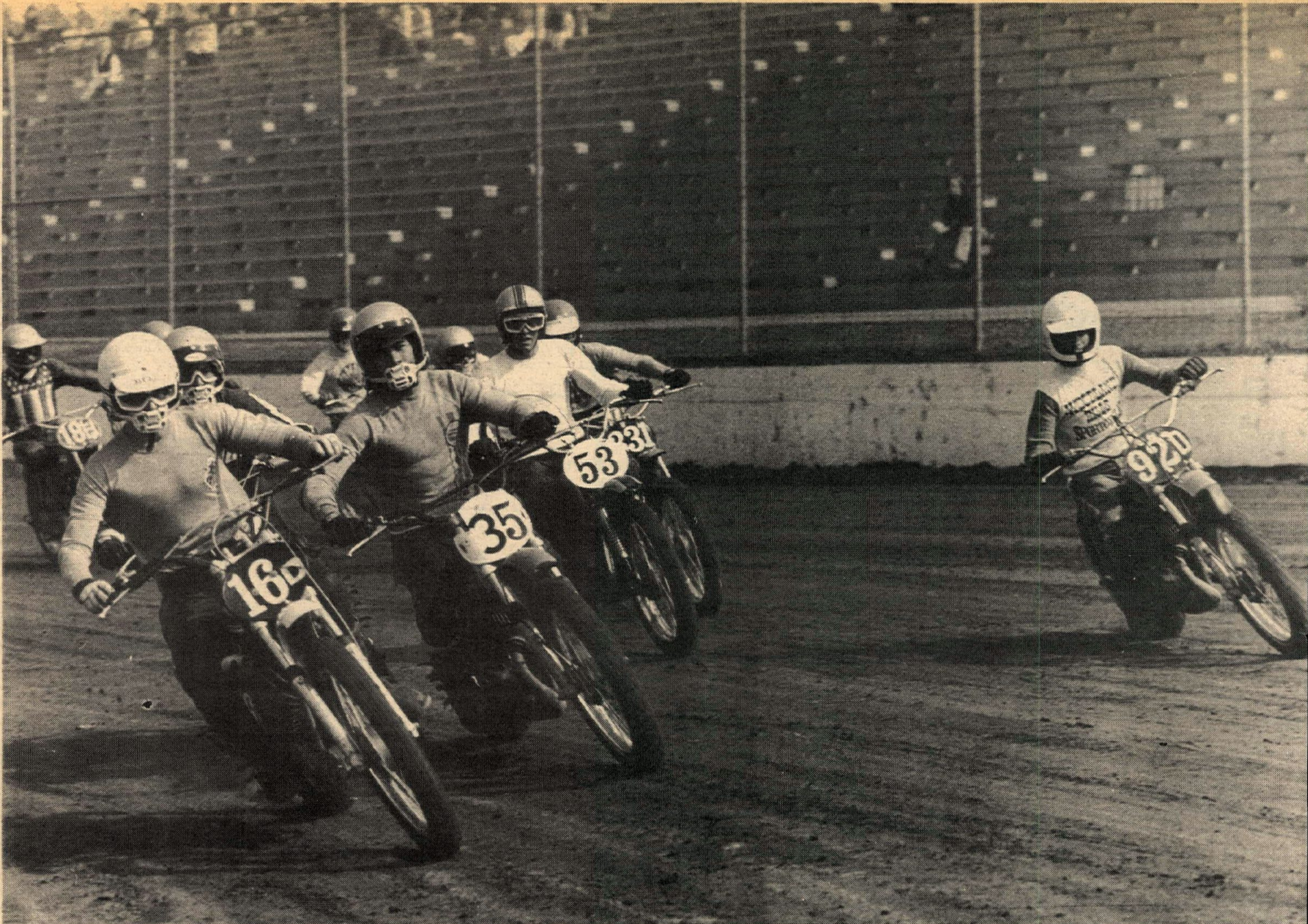
Oss 58 laps
Bul 58
Ric 58
Ric 57
Tri 63
Hus 60

Schultz/Wallace
Pearson/Weisler
125
Morrell/Morrell
Baptista/Baptista
Martinez/Burgis
Bygones/Boocock
Wood/Tyson
Ellis/Heath

Yam 60
BSA 60
Pen 55
Yam 53
Yam 53
Hon 52
Yam 52
Hon 52



The flag drops and it's instant confusion. There's a guy standing in the middle of the mess.



Looking like the 5 o'clock freeway, Bruce Baron (160), Larry Watkins (53), Jack Riggi (331), and Ken Zahrt (920) peek into Corona's Turn 1 (which is actually Turn 4 to all you half-milers)



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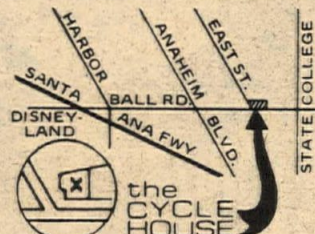
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Jack Riggi.

Payne 4-for-4 in 24 Hours; 2 Juniors Injured

By Buzz Baty

CORONA, CAL., March 11, 1972—Bill Payne continued his winning streak that he started Friday night at Lions, scoring a double his first time out on the beautiful Corona Raceway course. Bill won the 500 Expert class going away, but was involved in a battle royal with Bruce McDougal on his 250 Yamaha and Rex Statein with his CZ.

Each of the three got a first overall in at least one moto. Payne and McDougal ended up tied for first place with Statein in the third place spot.

Bruce McDougal and Bruce Baron staged another three-moto, race-long duel as they did last Saturday. Today, however, they had to contend with Chuck Bower and Ken Zahrt making the racing close enough to please the most avid of fans.

Bower and Zahrt both had problems with their scoots after finishing second and fourth in the first moto. This left

the field clear for McDougal and Baron to go at it like they did last week, only today Bruce McDougal picked up all the money, marbles, and chalk as Baron took second to make it a one-two Penton finish.

Disaster struck today in the 125 Junior Division I race. In the first moto, a first lap pile-up of some six riders resulted in severe injuries to Les Robertson and Tom Turnbaugh. (Editor's note: As of Monday morning, March 13, the conditions of the injured riders are: Les Robertson is in Riverside Community Hospital, listed as critical in the Surgical Intensive Care Section with spine injuries; although listed as critical he is said to be stable. Tom Turnbaugh is in Riverside County Hospital, listed in critical condition with serious head injuries. NO visitors or phone calls for either riders. Cards and letters can be sent to them care of the respective hospitals.)

Pit Racers Meet Their Match

By John McManess

INDIO, CAL., March 5, 1972 — An unusually high temperature of 99 degrees greeted the eighty entries that rode the Highsider European Scrambles today. The course was a fast five-mile loop that had a sprinkling of rocks and a 90 mph downhill sand wash.

A new innovation was introduced in pit control. The pit was marked off with ribbon, and racers and spectators were required to push their bikes in and out of the pit area. To insure enforcement of the rule, pit patrollers were equipped with large clubs and a can of mace each.

We had a very quiet day in the pits.

RESULTS

100	Hon
Rich Walden	Yam
Wayne Close	Yam
Alex Petersen	Yam
125	Yam
Alan Weeks	Pen
Claude Maynard	Yam
William Baker	Yam
175	DKW
Ken Makos	Pen
Claude Maynard	Kaw
Lyle Shroyer	Yam
250	Hus
Jim Makos	Hus
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Holcomb Splits Boydston and Franklin



David Boydston gets that Aja over on the brake lever.

Story & Photos by Rich Hoffman
ORANGE, CAL., March 12, 1972 — Over 200 A.C.A. motocrossers enjoyed a full day of racing on Saddleback Park's slightly rearranged track. Track conditions were really neat today with a new section being added including two huge banked turns.

The 125 Experts stole the show today as Bruce McDougal (Pen), Chuck Bower (Pen) and John Volkman (Bul) fought it out in some of the closest racing of the day. McDougal was the overall winner, but was pushed all the way with the lead changing several times in each moto.

Richard Franklin (CZ) and David Boydston (AJS) tied for first in the 250cc Senior division, but, it might have

been a different story if B. Holcomb didn't DNF in the first moto as he won both the second and third races. Bruce McDougal (Yam) was also in contention until a flat tire in the second moto.

500 Senior Glen Lund (Hus) took first overall but, it was another close one. Lund finished second behind Bob Fisk (CZ) in the first moto but, rallied to win the second two motos with Fisk taking two seconds.

The only rider to capture all three motos today was 500 Junior Pete Molly. Pete, who just recently purchased a new 400 CZ, ran away from the rest of the entries for an easy win. Jack Habel (Mai) was runner up with two seconds and a fourth.

(Results on page 36)



Richard Franklin, third 500 Senior and one of the two 250 Senior winners.

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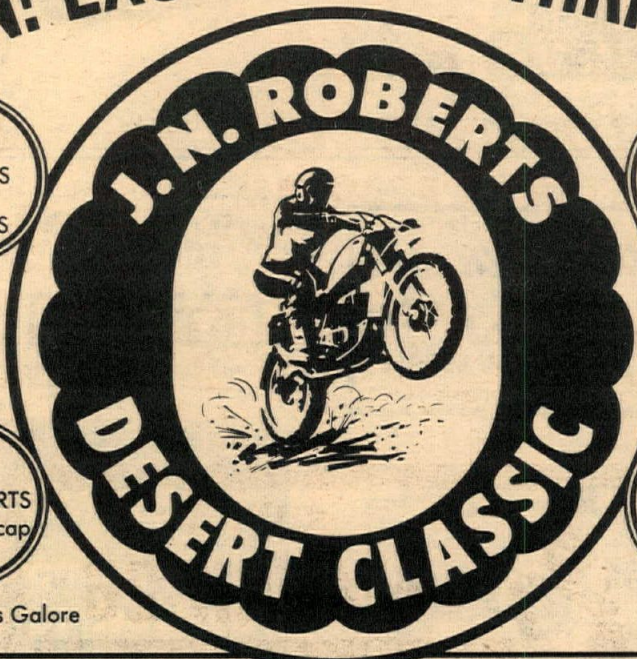
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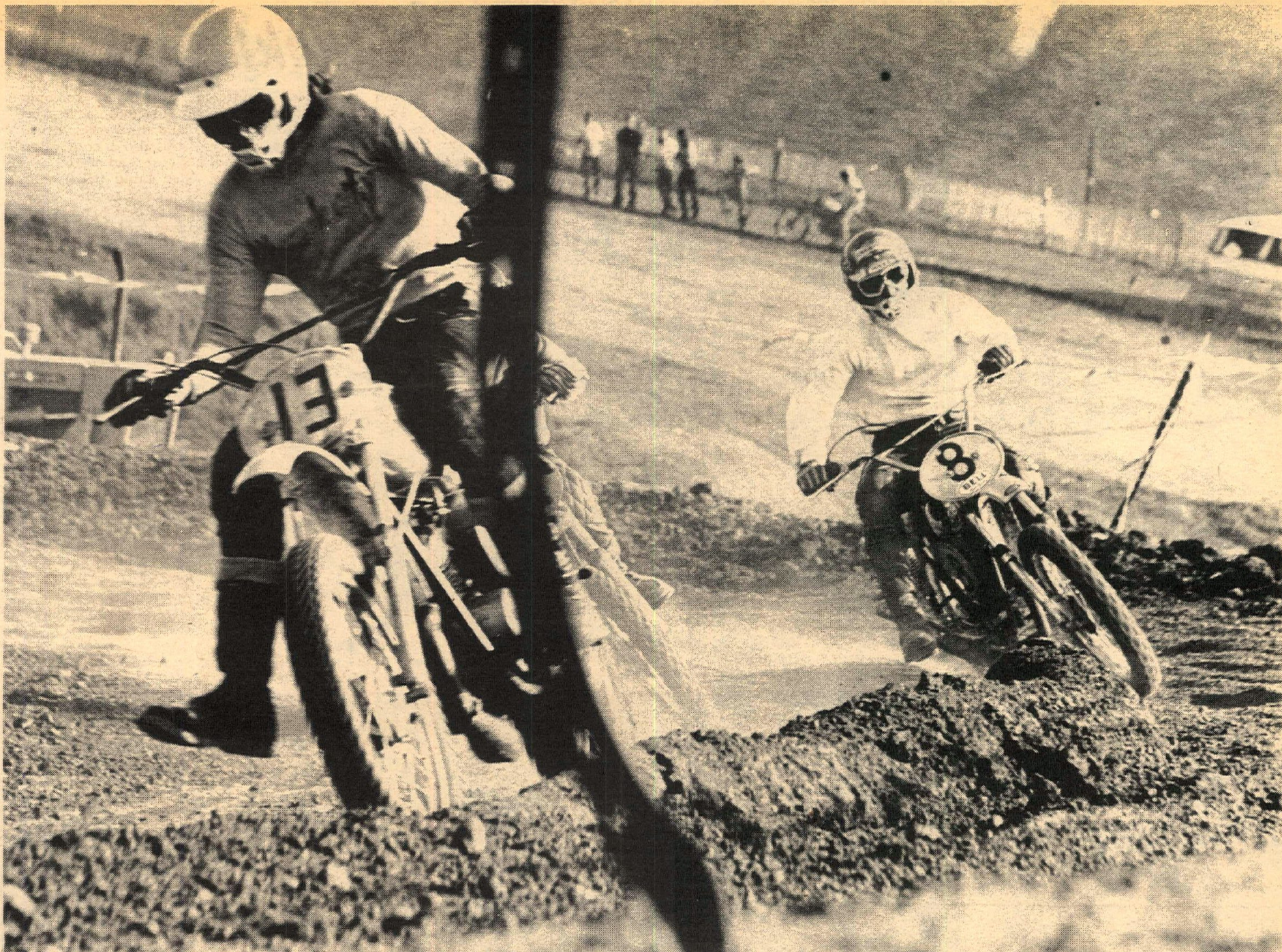
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100 Intermediate John Atwood leads Bob Stem. Stem became the eventual overall winner as Atwood DNF'd. The pole looks ominous.

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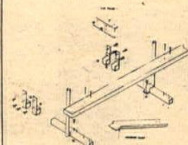
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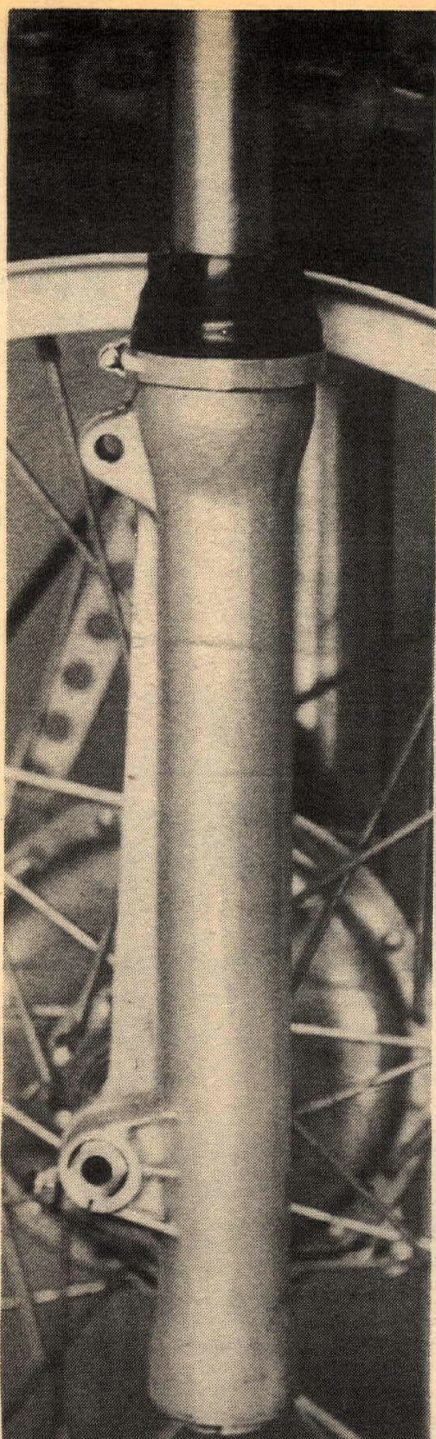
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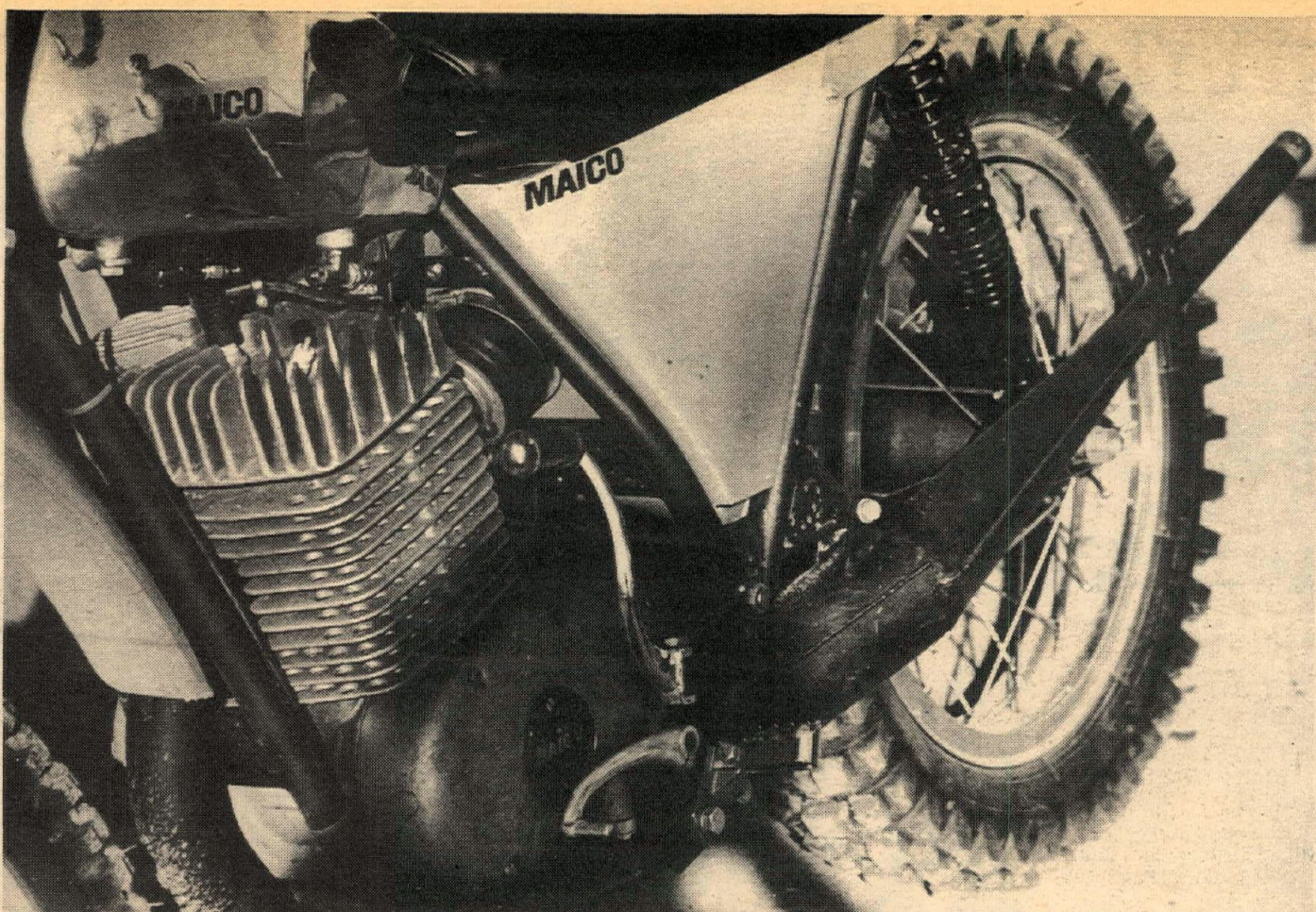
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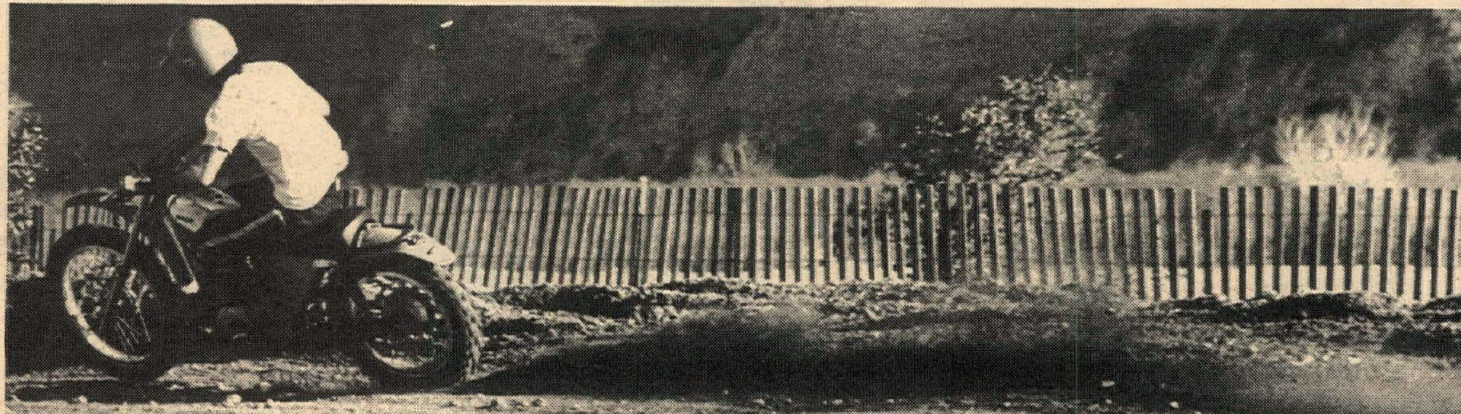
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Internal fork conversion helps reduce front end weight.



Owner-builder-rider Mike Chamberlain may be seen peeking from behind Maico logo on the 1.1 gal. Webco tank. Pipe is stock but an all-titanium unit is in the offing. Note the drilled fins; AND we understand there are some tricky holes INSIDE the barrel as well.



The machine grabs the ground and just won't let go until it hits a jump — then it flies.

Hot Dog! a titanium-framed Maico...

By John Bethea

Photos by Bethea and Paul Boudreau

Mike Chamberlain — bet you haven't seen that name in the results columns for several months. Why? Two reasons. First, Mike has been patiently working at opening up his new shop in Northridge, Calif. Second, he has been patiently awaiting the arrival of the parts for his Titanium-framed 400cc Maico.

"Wow! I am really stoked," he said Saturday at Indian Dunes while strolling about watching the Viewfinders GP bash. "Some guy, I think he works for Indian Dunes, told me that when I was out riding it here a few days ago, that I equalled John DeSoto's record time on the old course. I don't know how accurate that is, but I do know I was going much, much faster than I ever have before."

This is after we watched Mike's first ride on the new machine two weeks earlier. Even then he was happy, but a bit reluctant to wind her out since she had a total of 0.0 miles on the engine. After a few tours of the Dunes course, Mike gave the bike up to Paul Boudreau, C-N's resident hot-crosser.

"It's definitely got the bite. It just doesn't want to do anything wrong. It's really easy to handle, but on the jumps — heh, that's wild. It's like an airplane. But I think my Suzuki can take it on the straight." So we asked why. "The gearing — it just hasn't got the pull."

Saturday, Mike had a gleam in his eye. "I changed the sprocket — 13 teeth. It's different bike. I'm gonna ride next Sunday, I don't know where, but I'm gonna ride."

Mike Chamberlain's titanium-framed Maico is the first in the U.S. Many alterations have been incorporated in the final setup to make it look less than a Maico. Total weight is 192 pounds, but Mike hopes to subtract a few more ticks when the final machine is ready after a few months of racing.

Tom Kelsey of Titanium Racing Products helped design and manufacture the frame and supplied all the titanium products. From front to rear, here's

what they did to it:

—They removed the rim locks and substituted an old 360 Husky front hub for the stocker.

—The fork tubes were modified internally.

—Utilized titanium handlebars. Experimental plastic handles may be added soon.

—Replaced the standard Maico tank with a 1.1 gallon Webco tank.

—The barrel fins were drilled out for a two-pound weight reduction;

—The cases are altered and stripped of excessive weight;

—Standard items are replaced with Wheelsmith pegs and a Torsten Hallman brake lever;

—The fenders were replaced with Rahm Engineering's super-light, batterproof cyclolac plastic, about half the weight;

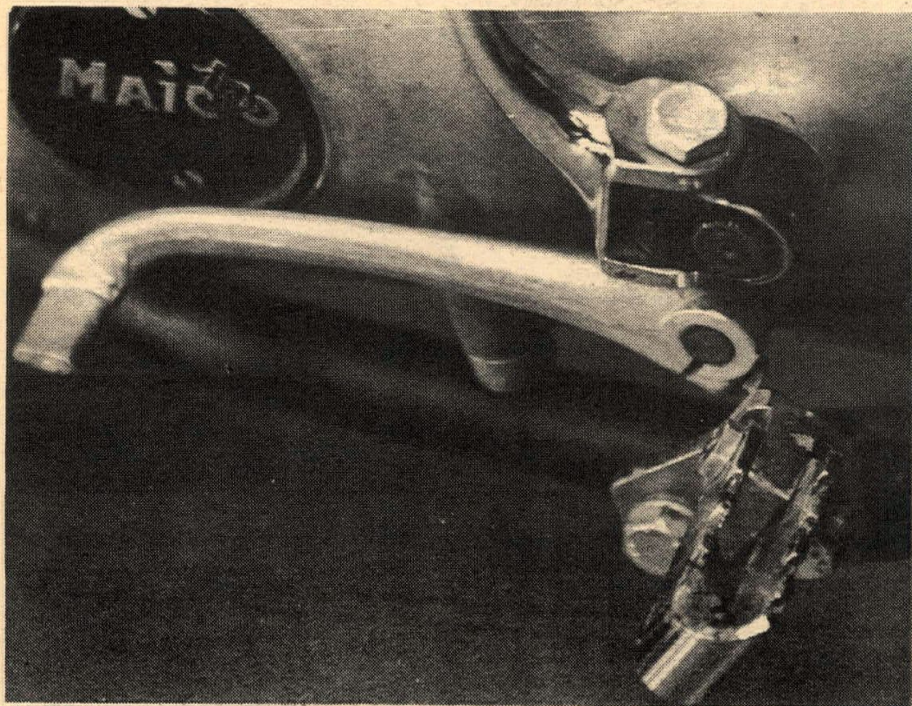
—Rear anchor arm is identical to that used by Werner Schutz when he was here in America (and stayed with Chamberlain); and

—The swing arm is titanium.

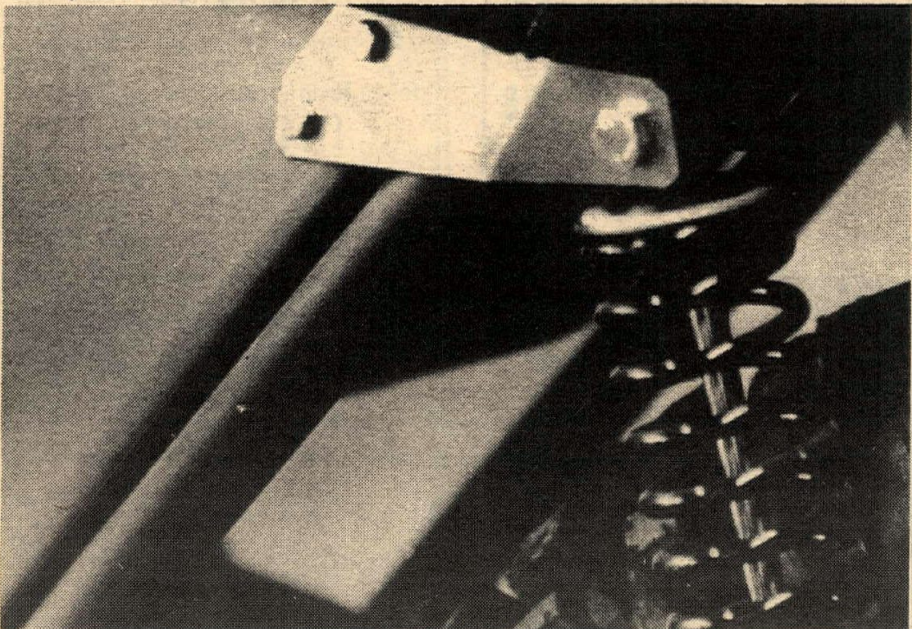
Of other items Mike is currently tossing about in his head, one is a titanium expansion chamber. Also, all weighty pieces will be replaced with aluminum if possible.

The 400 also has a 250 clutch sidecase, which makes it a little more narrow and lighter.

Chamberlain says although his bike is the only one in the country at this time, his new shop at 17027 Roscoe Blvd., Northridge, Calif., can set other machines up as well. It is rather expensive (the finished product will be worth about \$3000 or more) but will make the difference between a first and a fourth or fifth, depending upon the rider's ability.



Wheelsmith pegs were selected over the stockers. The gearshift is aluminum, as is most of the heavier pieces.



Just a glance at the super-sano work Mike did. This small plate, steel on stocks, was made by hand from aluminum. An ounce here, and ounce there...

PFUTZ FALLS ON AXLE; CANNADY WINS ANOTHER

By Alice Rhea
NORTH OF RED ROCK CANYON, CAL., March 12, 1972--Victors M.C. put on a race that was described by the riders as "tricky," "a real riders' course," "fun" and "rough and tough."

Eight hundred thirteen desert rats lined up to ride in some of the most beautiful weather we've seen this year. The fun was only slightly marred by the BLM, cattlemen and local landowners who converged on Victors M.C. last Thursday and rearranged the course, making their 90 mile Hare and Hound into a 90 mile Hare Scrambles, but nobody really seemed to mind too much.

Larry Pfutzenreuter (Bul) had it all to himself until the second downhill when Gene Cannady (Yam) tippy-toed around him. They held it like that until about 300 yards from the finish. Gene went on to take first overall, but Pfutz shattered his front axle, and it looked like he might just give it up right there. But Pfutz pulled his face out of the dirt, picked up his bike and still had time to plow across the line second overall and first 250 Expert.

Whitey Martino (Hus) is really getting back with the program, finishing third overall today. He was followed by Mike Patrick (Yam) and Bob Kaskel.

Bill Friant (Puch) was also right in

desert racing) LeMans start today. When the banner was raised all the riders left their bikes and walked across the road behind the starting line. A Victors patrolman made sure all riders were across the road, signaled the banner truck, the banner dropped and the racers sprinted across the road, leaped on their bikes and charged off toward the now-famous OCMC banner-bomb.

I am really happy to report that I wasn't blown off the roads by the usual pit racers this week-end. Victors put a price on their heads...they offered rewards for their capture, living or dead. Hey, I invite all pit racers to buzz my camper next week-end. I'm bringing 10 and 11-year-old neighbor boys and they are practicing chucking coke battles. Tee-hee.

Victors M.C., that was super-neat race. I got one complaint, though. I'm sunburned.

I can't begin to thank all the people who assisted me, but I do want to thank Forrest and Mark Wright. I really appreciate your help.

Listen, guys. Tell your wives and girlfriends that it is really hot out here and if they want a head start on the tan they just have to dig those hot-pants and bikinis out of the back of the closet.

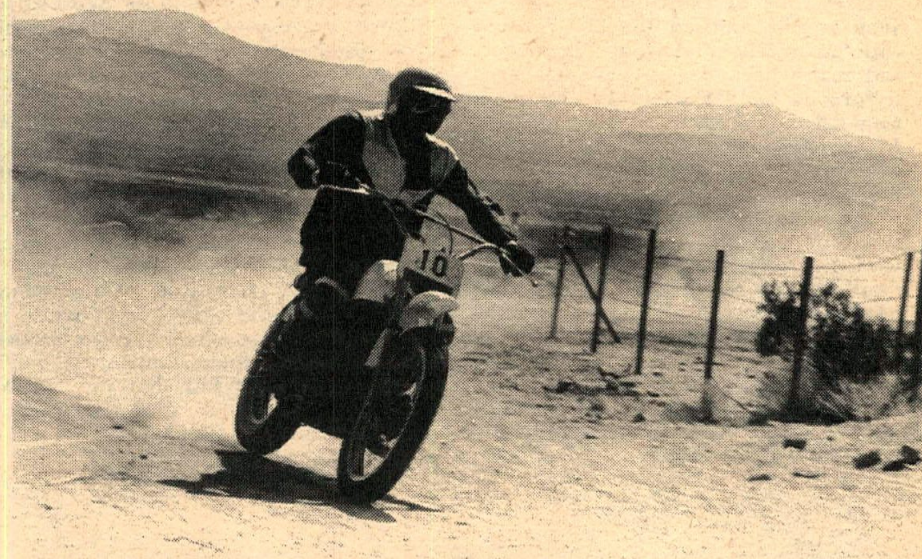
(Results on page 36)



Gene Cannady was another of the many Yamaha winners in the United States this weekend.



Second Novice Jay Fiala.



Mike Patrick, the ol' Desert Fox, was third Heavyweight. Yamaha, again.

there: first division II Lightweight and sixth overall.

Corkis Brooks (Hod) was first Trail Expert again. Getting monotonous, there, Cordis.

A.C. Bakken, who used to be a super-fast Novice, is now a fast Amateur. A.C. rode his Pucky in for first 55 Amateur spot today.

Dick Harris (Hus) was first 250 Amateur and Jeff Heininger (Pea) took the honor of first division II Amateur. The first Novice was No. 1234x (honest!) Bob VanStee (Bul) followed by Jay Fiala (Bul) and Steve Subith (Yam). My favorite Novice, mounted on a new Yamaha 360, did me proud today, finishing fourth Novice and first 500 Novice. Oh, yeah, his name is Dale Rhea.

First Division II Lightweight Novice was Robert Morrison (Pen).

Desert Daisy Sharon Rosenauer (Ric) was first girl again today...she has done that so much lately that I don't think anybody would believe me if I said she didn't win it one Sunday.

Over in the other finish area the Trail Novices were completing their one loop. In order of appearance they were: Paul Rizzo (Hod), George Berg (H.D.), Bob Rutten (Hod), Darrell Quick (Hon) and C.T. Wilson (Ric). First girl Trail Novice was Judy Lovell (Ric).

Out by the banner-bomb earlier today we all pointed and shouted "Hey, look at that little kid!" Well, that little kid was Master Links' 10-year-old Kenny Pintus. Kenny got a Steens "Bobtail" Hodaka for Christmas and rode his first race today. He didn't do too bad either...No. 84 Trail Novice. Nice going, Ken.

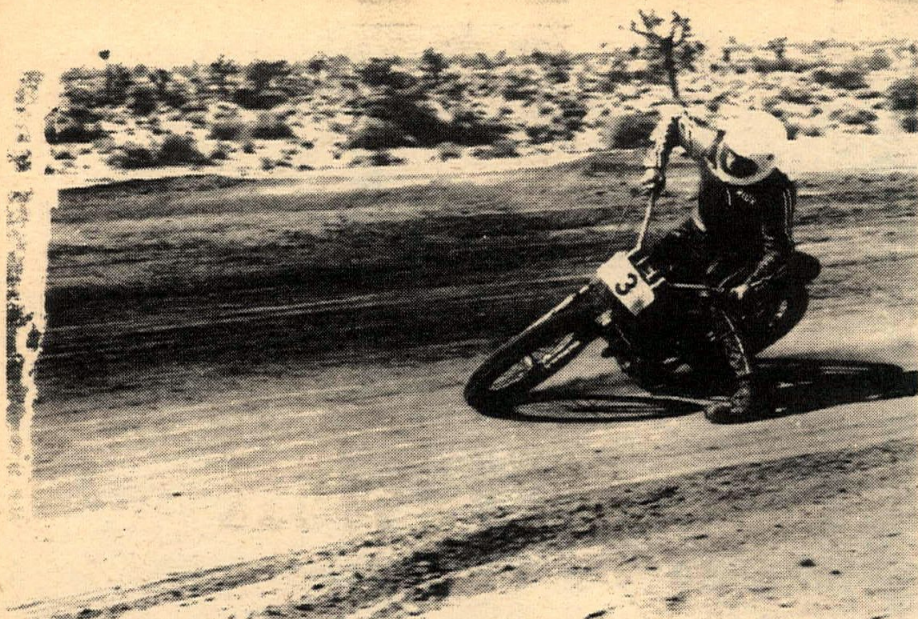
In spite of all the help I had today I still managed to ignore the Trail Amateurs. Well, guys, I'll try harder next time. Please try to stay in the same order. Seems like I always manage to leave somebody out.

Victors M.C. used the unusual (for



Larry Pfutzenreuter

McCool & Briggs Double at Adelanto Slider



Rickey Milner uses everything he has for this corner. Rickey grabbed third 100 Expert.

By Ed Drechsler
Photos by Al Duke

ADELANTO, CAL., March 12, 1972—Novice Tim McCool and Amateur Dennis Briggs each doubled on Adelanto's hot shoe track. McCool out rode the 125 Novices on his Yamaha and then jumped into the 500 Novice class on one of those ill-handling 400 Suzukis and suprised the Maico riders with an excellent view of his silencer and rear wheel. Briggs, who has been terrorizing the 100 class with his super tuned Kawasaki, won the Amateur/Expert class and then went on to trounce the 250 Amateurs on a fast Bultaco.

Charles Soderstrom showed up with two Bultacos but had a little trouble with the slick sections of the course. Charley won the 200 Combined class but didn't fare too well against the 250 Experts.

Mike Myers rode his old 250 Yamaha and was Bultacoed to death by John Sprague and Doug Mason. Not taking anything away from Mike, he rode well

but didn't have the horses.

Scott Smith tried for another double today but had some more of that luck which usually befalls me. He won the 125 Amateur/Expert class and looked like he was going to take the 500 Open Amateur/Expert. He won the qualifying heat with a pipe which looked like it was about ready to let loose. Scott's dad showed grave concern when the damage was discovered but it was too close to Main Event time to do anything about it. The flag dropped and Scott made it to the sweeper. Ploop, a dead engine. Bad pipe, you say? No, a fouled plug.

First thing this morning, Ron Sexton drove in with a big grin and a red Maico in his van. No big thing, since Ron sells the things. In addition, his son Jeff rides a red one and red is his favorite color. Anyway, we catch Rod Sexton being signed up for the 125cc class. "Where is your 125er?" we asked. "In the truck" says he. We look, but there isn't anything in there but that red Maico. Well, I figure that he is shining me on and start to forget about it.

As they casually unload, I even more casually check out the bike. No one is going to catch me napping. Well, what they unloaded was the darndest thing I ever saw. The right hand case bulged out two or three inches more than it should, but it looked like a Maico. "Hey! What you got there?" I asked. "A Maico" answered Ron. "What size?" "Well, ol' buddy, it's a 125 and it's fast." says Ron.

Seems like Jeff Sexton's Track'n-Travel had some pull with Cooper Motors and they got one of the two that Cooper brought to the West Coast. We later learned another dealer in the San Bernadino area managed to capture on from an itinerate racer bringing the total up to three of the little boogers.

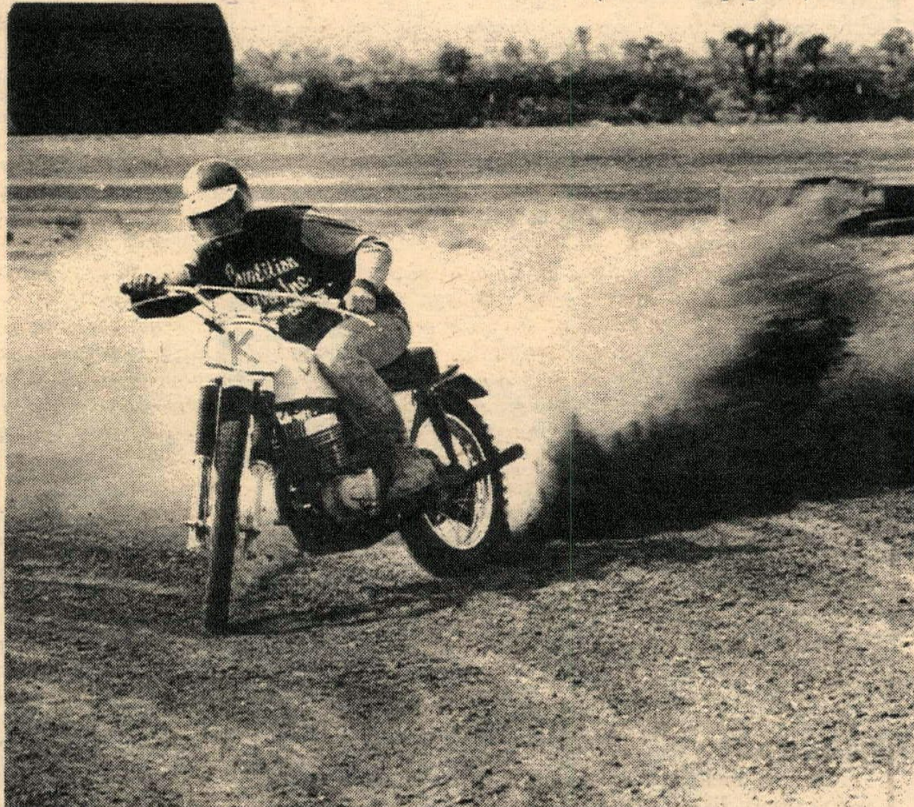
Rod raced the rotary valve dynamo against the 125 Amateur/Experts in its first ever race. He finished fourth in the

qualifying heat. He finished second, behind Scott Smith in the Main Event. Might be that the 125 Maico may require some watching.

The 500-Open Amateur/Expert qualifying heat had to be restarted after three laps. Jay Hunter was attempting to pass another rider in the first sweeper when Jay lost it. He slid off the track at a speed so incredible that a youngster on the mini-bike course below could not even describe it. Removed from the course with a suspected back injury, Jay was later contacted at home. As his dad put it, "He's a tough kid. He will be back to work Monday."

It was announced today that, contrary to current advertising, all future races at Adelanto will be of the smooth scrambles type with the standard big bike speeds of 85 miles per hour down the straight.

(Results on page 36)



Maico mounted Chuck McIntosh grabs for some traction in a tight right hander.



Brian King (256), Tom Avian (24), Jack Vaughn (partially hidden), Gary Collins (53) and Tom Flynn (58) charge after first place Dennis Briggs on a 250 Bultaco.



THE GREAT AMERICAN MOTORCYCLE

by Charles Clayton

many share the dream, but can it come true... and when?

When this year began, I published a couple of columns exhorting, challenging Americans to produce another great motorcycle, in addition to the sole surviving All-American, Harley-Davidson twins. I even offered "to co-ordinate communications between readers interested in promotion of a new all-American motorcycle factory."

The need for this project grows more apparent day by day. Rising import costs, followed by sinking dollars, the new 20% rise of shipping costs and the rampant transport strikes combine to whip the project into being, whether I co-ordinate communications or not. There are at least three private projects aimed at producing an all-American motorcycle that are being very secretive. One company in Dallas, Texas is said to be developing a new big-engined automatic designed to go after the police business. My old friend J. Raymond Wilkinson (founder of J&R Silencer Co. and far-out inventor) is said to have something cooling in Boise, Idaho. Possibly it involves his intriguing little "wobble-waggle" engine. The American Mustang 350cc will probably be back in production this year. And I have been sworn into confidence on another private project that the inventors fear will be pirated if word gets out.

But funnelled through my offices are some two dozen very likely prospects for a new All-American

Motorcycle Project. Russ Shreve of Michigan, inventor of the DiffBrake and a master at developing turn-key manufacturing operations, has offered to help devise the product development plan. Russ says you have to start with the end price, projected volume, and work back through product design. Russ argues that the successful Great American Motorcycle will have to produce at least ten million dollars a year revenue, and be built close to Detroit. The Motor City, Russ explains, is the only place in America with enough sub-contractors to produce the parts economically in volume. He stresses that volume production is the only way to go. "Anyone can make a one-off," says Shreve, "if cost is no object. But no way you can beat the costs making just fifty machines a week."

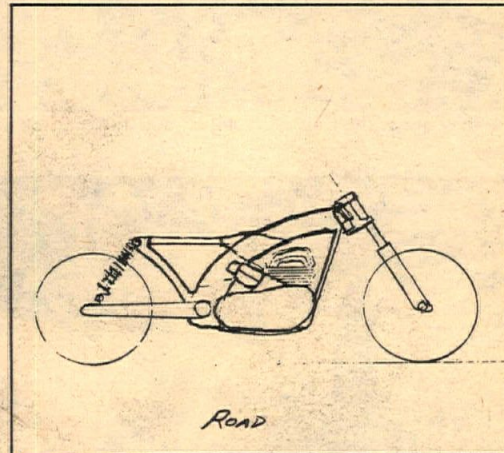
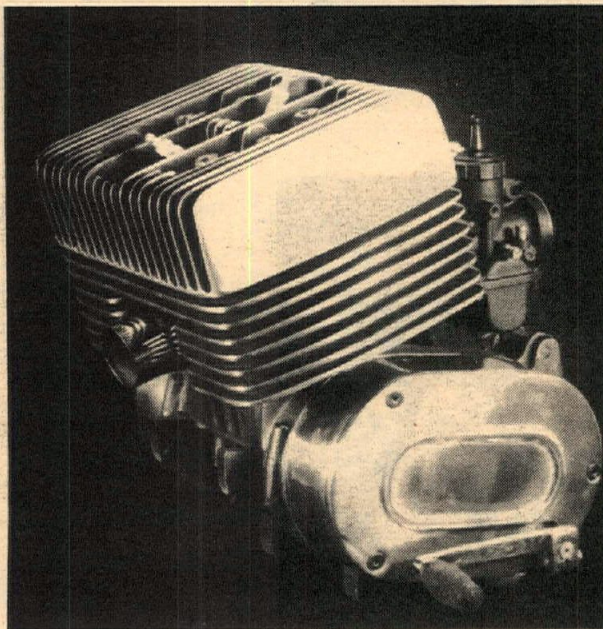
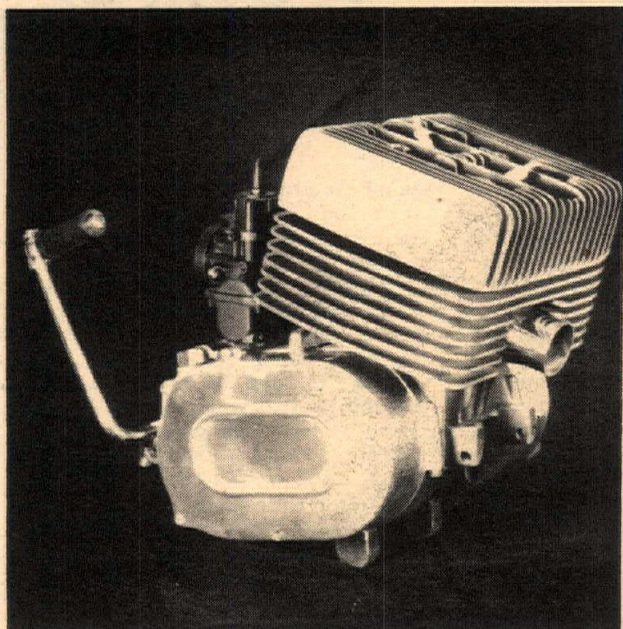
From Cleveland, Robert Russell of Norton Foundries Co., is interested. Machinery Designer Norman C. Schmidt of Albany, Ga. volunteers and recommends rightly that the best design would result from an engineering team.

Terry Davis of Youngstown, Ohio writes, "For about five years I have been building my personal dream of an innovative company, principally concerned with producing the world's best motocross machine. Though still small and with limited resources, nevertheless I am engaged in the culmination of that dream... I have become an

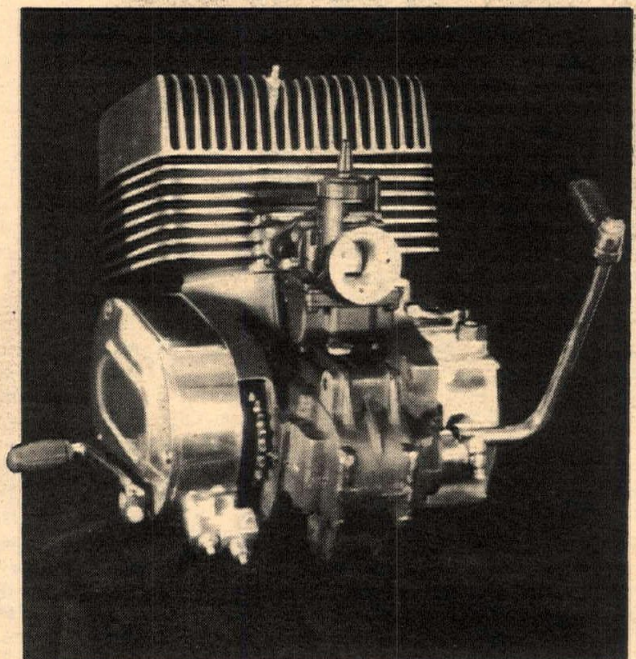
engineer, machinist, welder, pattern-maker, designer, draftsman and mechanic. I have virtually all the equipment and skills... to produce prototypes and tool up for efficient production... I will succeed eventually."

Engineer Ron Moor has helped develop one all-American mid-cycle (the Holder 125, see pic.) and would like to aim for bigger things. His office is in Kent, Ohio.

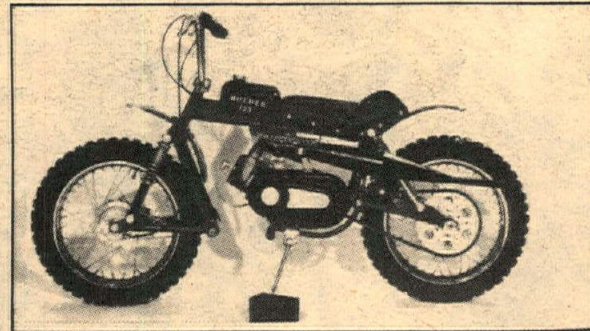
The prize so far, for the man who comes the closest to having a GAM all ready to go, is Frank Wheeler of Lancaster, Calif. A graduate engineer, Frank is perhaps better known as "Wheelie" Wheeler, the man who rode to Alaska and back, and then down South America on a 90cc. Frank designed and built the engine-gearbox shown here for less than \$200,000 development cost. So far, it is all-American, although original plans were to have it manufactured in Taiwan. Now, Frank is not sure that is the best way to go. He would rather manufacture it here, but is not yet convinced that the quality, etc. of domestic manufacture would offset the obvious costs. By the time you are reading this, I should be ride-testing one of the prototypes. So watch for another chapter in the rapidly unfolding development of the Great American Dream Motorcycle Comes True.



Lane Campbell's vision of the G.A.M. features dip-brazed alloy frame, engine similar to Bultaco but with crankcase induction, possibly rear-exit exhaust port utilizing top rear frame tube as stinger. Backbone tube would carry lube oil.



Frank "Wheelie" Wheeler's US designed and built engine was scaled down from 500cc to this 250cc version. "Engine 'em big and build 'em small!" claims Wheeler. The forged, one-piece crankshaft can be removed with one tool (an Allen wrench). It has five speeds, straight-cut gears and a 7-plate clutch. This 250cc unit weighs only 55 lbs. has 7 ports, and produces max horsepower at 7,800 revs. Whether the Wheeler engine will be built here or in Taiwan depends a lot on further developments in the Great American Motorcycle project.



Want to participate in the development of the Great American Motorcycle? If you have engineering talent, manufacturing skills, pet design projects or manufacturing capacity in the U.S., you are invited to get in touch by writing to Great American Motorcycle Project, c/o Cycle News, Box 498, Long Beach, Calif. 90801. DON'T SEND MONEY. Prospective investors will be notified in due course when and if the project matures.

New Holder 125 Mid-Cycle is all-American except hubs and brakes. Tecumseh 133cc 2-stroke engine powers it through automatic clutch. Built to match the import prices, the 115 lb. scooter sells for \$395, through DCF, 2020 Lakeside Ave., Cleveland, O. 44114. (216)696-6070.

Will the FAA Have to License Kenny Zahrt's Bultaco?



Here they are at the finish line, folks: 500 Juniors Robert Morgan (63B) and J. Langston. Whoever gets there first wins the race. Naturally, they are a bit excited about it.



More mixing: Joe Veillon (82B) and Larry Griggs.

By Buzz Baty

WILMINGTON, CAL., March 10, 1972 — I understand how hard it is for anyone, who was not there, to believe some of the happenings that I report about these utterly fantastic 'Lions Fast Cats'. Be that as it may, I'll bet my house, car, dog, mistress, and oh yes, almost forgot, my wife, that anyone who was here and was paying attention won't disagree with my story of tonight's action.

By now, most of you have seen, or at least heard about, the famous Lions jump. Let me tell you about Ken Zahrt. A picture of Ken in mid-air wouldn't do justice to this jump, because all you would see would be Ken and his Bultaco with the black night sky for background.

The first 125 Expert moto got off the line with Chuck Bower bombing into the lead on his rapid Mettco sponsored Penton. As they rounded the first turn, Ken Zahrt grabbed second spot when Dave Rodgers unloaded. Over the jump the first lap was just the usual Friday night Lions action as both Charlie and Ken made long stylish jumps. Bower had about a ten yard lead on Zahrt as they hit the jump on the second lap. Mr. Consistency, Chuck Bower, made his nice normal flying leap off of the top of the jump. I was focused on Chuck with my Hasselblad, panning with his action, ready to immortalize Charlie in black and white. Well, I didn't pull the trigger, because at the top of my viewfinder I see this blur, so I lowered my camera to see what could be up that high and I hear this tremendous *oooooh* from a record Lion's crowd. Ken Zahrt must have hit that jump WFO! He was a minimum of fifteen feet high, and a good six to eight feet above Bower. Now, get this, he held that Bultaco in perfect shape all the way up, and through a jump and landing that measured a fantastic eighty feet! Eighty feet from the top of the jump to his landing spot. Wherever you are Evel, if

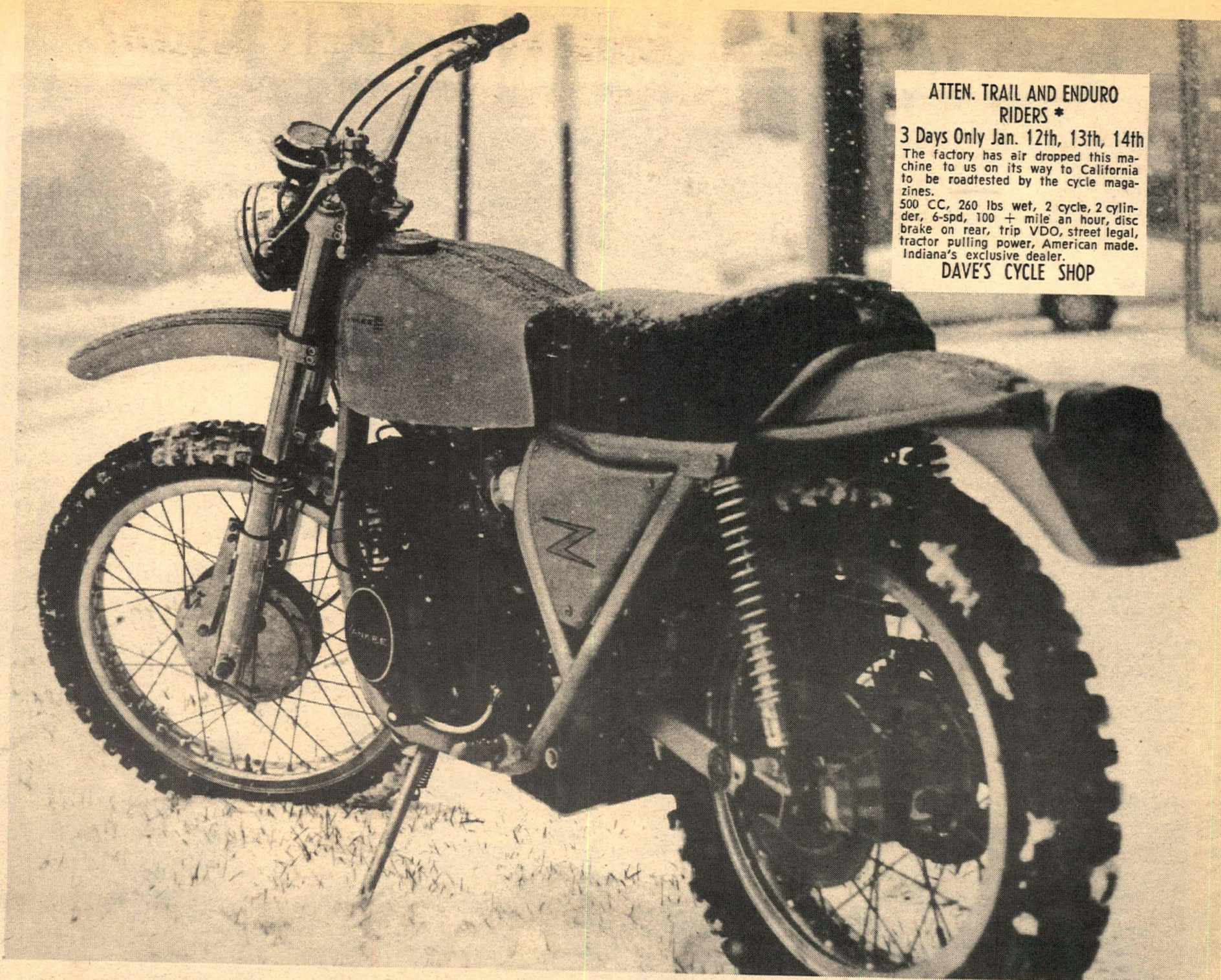
you hear a thump behind you, it may be one of these 'Lions Fast Cat' motocrossers trying to break your record.

Later, this same jump, taking a little easier was Zahrt's undoing. Bower went on to win this moto, as well as the second, picking up a third in the final round to take first overall for the second straight week. Scott Skelton got into the money line for the first time, getting second aboard his Suzuki, as Dave Rodgers recovered from his first moto spill to take third.

I believe that a great big hoax has been played on all of us by Bill Payne. I don't believe that he ever had a broken leg. I think that was a story he laid on everyone. What he did was conspire with somebody to put a cast on that had a zipper, then he would sneak off to his own private course that has been built for him by this fabulously rich female admirer, and practice. Last week was his first race since the broken leg and he looked good. He came back tonight with two scoots, and proceeded to win the 250 Expert class. Then he hauled out the big Maico and did it again to the 500 Experts. Last week's winner, Bob Hershey settled for second with his CZ, and Rich Thorwaldson notched the show spot aboard his Suzuki.

All in all, it was just the normal, run-of-the-mill, Friday night CMC, Lions Looney Bin! Four Juniors in a 250 Division race trying to cross the finish line together. One unlucky rider tried to run down Lion's manager, Steve Evans, as he pulled the course banners around the legs of CMC Prexy and finish line checker-waver, Stu Peters, at last unloading back on the track. He was about to believe that his wild moment was over when his bike exploded in flames right in front of the grandstands. Don't forget folks, same time, same station for the next thrilling episode of the 'Looney Lions Fast Cats!'

(Results on page 36)



ATTEN. TRAIL AND ENDURO RIDERS *

3 Days Only Jan. 12th, 13th, 14th

The factory has air dropped this machine to us on its way to California to be roadtested by the cycle magazines.

500 CC, 260 lbs wet, 2 cycle, 2 cylinder, 6-spd, 100 + mile an hour, disc brake on rear, trip VDO, street legal, tractor pulling power, American made. Indiana's exclusive dealer.

DAVE'S CYCLE SHOP

(an outlaw article on the muchly-anticipated Yankee 500 twin)

By H. G. Hardy

*This ad ran about two weeks in the bike section of Capital City, Indiana's local gazette proclaiming the existence of Yankee's five-year plan, which folks thought was just a prototype that appeared in '68. It is real, and there are strings to this reality.

No information and/or photos taken at this time, of the Yankee 500 Twin, were allowed to be brandished about by the cycle press until Cycle World magazine (who had dibs on the story for three years!) hit the newsstands. Any machine that hasn't that certain, uh, "mystique" isn't really worth the bother, and to help the point along, no information came with the Yankee

flagship save the topping-up instructions.

The engine houses two Plonker heads at 16 hp each, but with the help of a 360 degrees crank it fires off simultaneously as a single 500 job; two small-24mm dual-needle IRZ carbs are used here with dual compression release, all this atop a six-speed box. The exhausts, which I understand will be changed, are routed into a rectangular expansion chamber sandwiched between the bash plate and engine bottom, then exit on either side at the rear of the box into J&R silencers pointing skyward.

The engine unit is painted black and the glass work is matte-gray on this pre-production model. The huge and

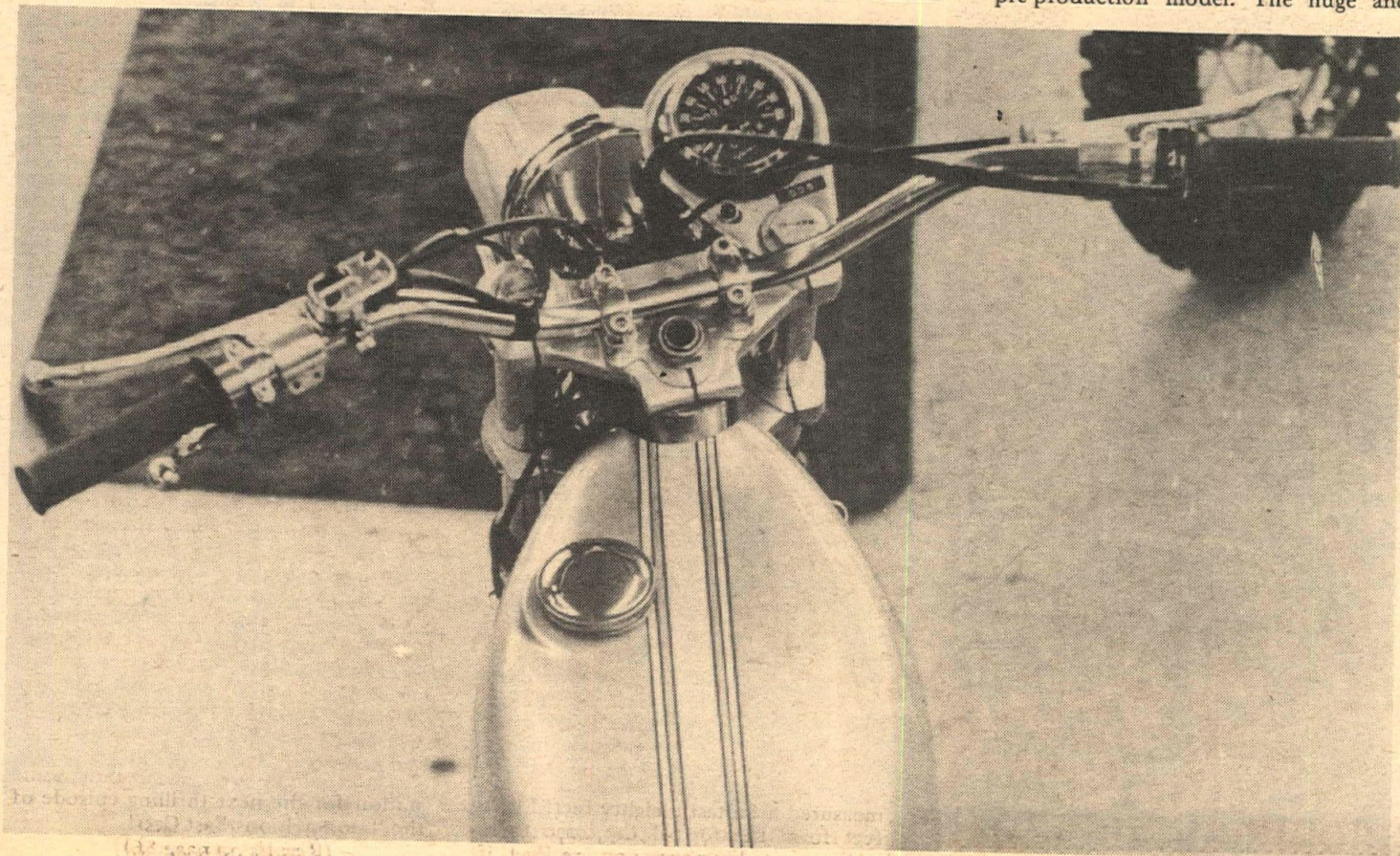
massive Betor forks and satin alloy steering head impressed, duly, more than a few, as the elusive Full Bore tires, (3.15-21 front, 4.20-18 rear) with larger-than-life tube structure, and not the least, the Motoplat electrical system.

On first sight the Yankee seems a bit intimidating, with the heads peeking up at you around the tank, and with 310 lbs., one is hard put visualizing oneself waltzing through the close-knit woodlands and "strangler mud" known to the Northeastern and Mid-western states. Just the thing for the desert, I'd say. The image of the bike changes to that of "widow-maker" as the district manager talks of running the fire trails at 90 mph. Word is: Forget the weight. Balance and torque (above one mph), no problem. But then, how, despite weight, to convince consumers the Yankee can beat the socks off a 5-speed 400/450 Husky? I hear this will be resolved at Berkshire.

Riding the 500 twin here was a discouraging impossibility for all but a few who were on hand when the bike came, in the wee hours of the night. The next day, and until the Yankee left the Mid-west, we saw rain, snow and average temperatures the lowest since the 1800's. Maybe it was just as well; the legal dirt is 50 miles away. So, in the confines of the shop a demonstration proved the Yankee twin 2-stroke does have the torque of a cement truck; at a tickle off idle it pushed across the floor, in third gear with the front brake locked! To use the Yankee around here to its potential, you had better know what you're doing, 'cause ain't nothing gonna save you from dem trees.

The Yankee 500 Twin is a machine, it was said, for all season; not unlike the Matchless; i.e., it looks good with clip-ons, larger carbs and road racing tires. But no one has explained that front drum and rear disk arrangement!

Sitting astride the Yankee conjures up dreams of reeling in J.N. on the way to the first bomb, while authorities whisper sweet exoticisms about being under \$1500. When? Well, like the guy said, "Some have waited five years, money in hand. So what's a few lousy months?"



LACKEY FINDS NEW S

By John Bethea

Photos by Bethea and Buzz Baty
TRABUCO CANYON, CAL., March 12, 1972 — Brad Lackey got the cash, Peter Lamppu got the glory and Jim Wilson did the work; all this and more at the opening round of the Pacific-AMA 250cc Motocross series here at Escape Country.

If Lackey, the Northern Californian ace, was ever behind in the triple set of motos, it could only have been in the first turn for Brad led every lap of each 30-minute round.

Lamppu, the New England Motocross champ who has been residing in SoCal for the past few months, put on a tremendous effort despite multiple body injuries. In the first round, Lamppu was in a fierce battle for second when he ended heavily on the third lap.

With handlebars bent by his thighs, Peter continued to just motor about the course to gain a finish. In the pits later, he gingerly walked around, grimacing with pain. But he rode the next moto and got into another rough battle for third with Dave Rodgers and Pete's Montesa teammate Mike Runyard.

Runyard got his opening and zapped Rodgers, but accidentally bumped Lamppu's leg in the process. Lamppu still managed to hang on to the bike to take fifth. Ready to retire for the day? No way. The nearly-lame Lamppu charged into the final moto and chalked up a fourth. Incredible.

Almost as incredible, but in another fashion, was Jim Wilson's fight-back riding. In the initial round, Wilson got his best start, a fifth and moved up to

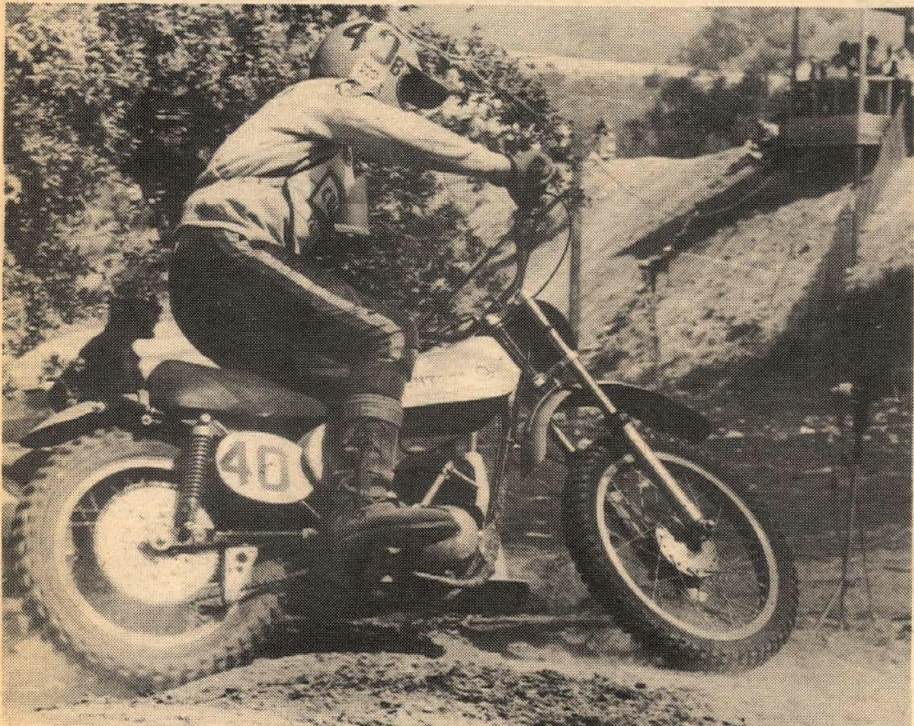


Tom Rapp, despite taking third overall, wasn't really happy with his performance. Several times he got great jumps and held high positions, but someone always managed to pass him.

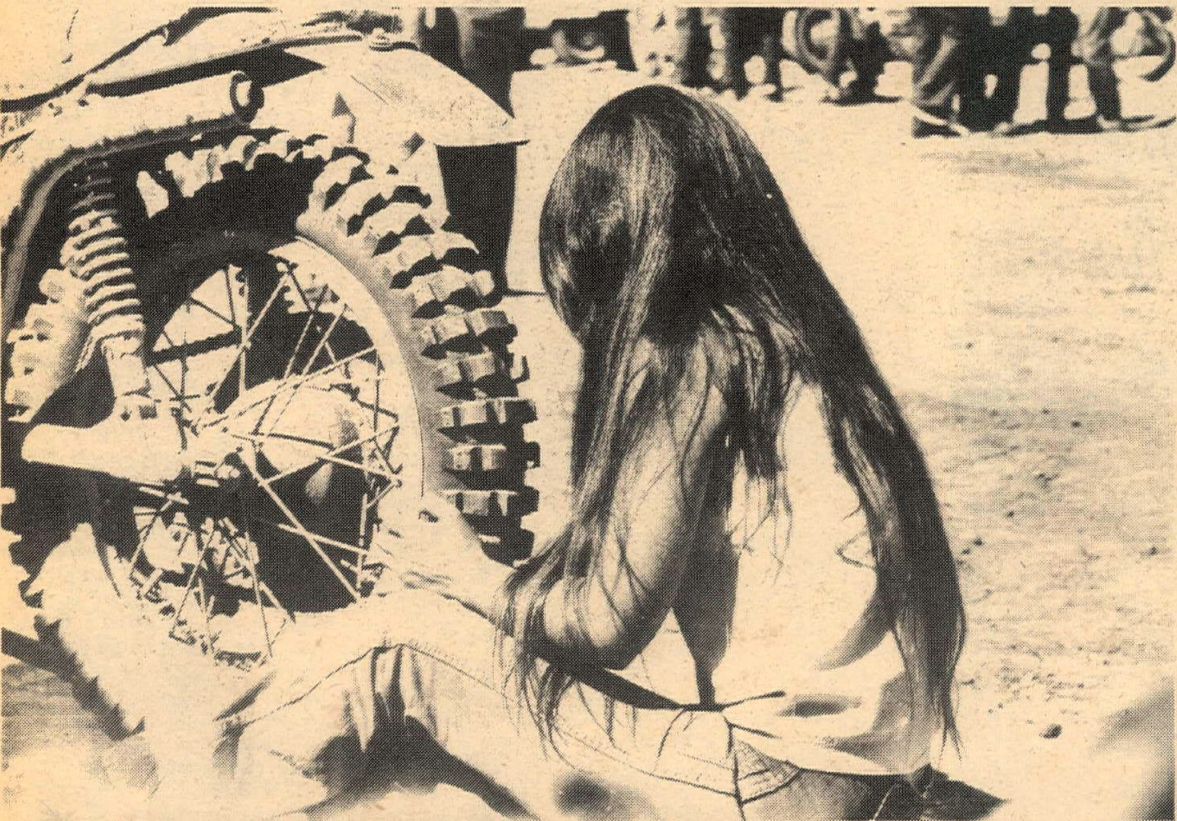
second to battle Lackey.

Wilson really put on the show in the next moto as he was next to last on the first lap and proceeded to pound away at the talented field. By the midway point, he was bashing along in fourth and by the time the checkered flew, he took third. In the final he again got a middle-of-the-pack jump but turned it into a fifth place showing to grab third overall.

Montesa head Kim Kimball may have



The nerve of Peter Lamppu! He gets hurt several times and then shows off by continuing to ride and do well. Some guys will never quit.



Greg Smith has a sharp pit crew; effective enough for him to take second in the 500 portion of the District 37 events.

PACIFIC-AMA MOTOCROSS Escape Country March 12, 1972

250 PRO	
Brad Lackey	CZ
Mike Runyard	Mon
Tom Rapp	Bul
Jim Wilson	CZ
Morris Malone	AJS
Peter Lamppu	Mon
Bruce Baron	Hus
Dave Rodgers	Bul
Walt Axthelm	Mai
Jim O'Neal	Ric

DIST. 37 EXPERTS

125cc	
Jim Connolly	Bul
Larry Bird	Yam
Jack Riggi	Suz
250	
Jeff Wecker	CZ
Randy Berkeley	Mai
John Caldwell	Hus
500	
Bob Hershey	CZ
Greg Smith	Mai
Sherman Andrews	Hus



The water jump was in use during practice but when this Suzuki got gobbled up, the promoters opted to remove it. While it was still in use, however, Gary Chaplin plopped out about 30 feet of fencing when he mis-maneuvered the jump.

taken a drubbing as a promoter (a small turnout of riders and spectators alike), but did quite well as a sponsor, with Lamppu's gutsy sixth overall was Runyard's spirited second overall placing.

Mike also overcame a poor start in the first moto to pick off third. Then he jammed the Montesa into high gear in the next and pecked away at Lackey's lead. He closed in on the pacing Brad, but Lackey got the word and rebuilt a still close lead to win.

In the finale, it was again Runyard in the closing minutes putting the pressure to Lackey, but Brad was just too much.

Tom Rapp, third overall, still wasn't having a good day. In a see-saw affair all afternoon, Rapp squeaked out a fifth in the first moto, shot up to third in the next before being passed by Lamppu and settling for fourth, and put the chase to Lackey in the early stages of the final round.

With Runyard on his tail, Rapp finally succumbed and dropped to third. With Wilson staging his come-from-behind show, Rapp dipped back to fourth, but regained third when Wilson fell, and finished third in that one. Wilson, because of the spill, was forced to settle for fourth overall, aching out Morris Malone (AJS).

In an AMA first, District 37's Expert class of motocrossers supplied the supporting action and Scrambler Jim Connolly (Bul) made his first appearance after an accident had him laid up for some time. He got a first overall for the 125's in the 125/500 Combo, making his comeback a good one to start with. In the other half, Bob Hershey (CZ) knocked off three successive wins to take the overall 500 with Greg Smith (Mai) chopping off

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Dave Smith—hard fought victory culminates a strong drive begun in 1971.

Photos by Gary van Voorhis

By Todd Rafferty
DAYTONA, FLA., March 11, 1972 — Dave Smith of Lakewood, Calif., rode his Don Vesco Yamaha to a narrow victory over Kenny Roberts in the 250cc combined 100-mile road race. There were a record 46 lead changes, surpassing the old record of 45 set in 1965.

Smith and Roberts exchanged the lead six times on the last lap as Smith covered the 100 miles at a new record average speed of 101.497.

Kel Carruthers, holder of the old record of 101.266 and winner of the event the past two years, was an early leader but became a victim of "engine failure". Gary Fisher and Don Emde were also among the leaders but Fisher retired with mechanical problems and Emde unloaded coming out of the infield entrance turn.

Smith, who had been sidelined for months with a broken wrist, collected \$2,400 for his winning performance. An estimated crowd of 21,500 watched.

Gary Fisher stayed with the front runners in the early stages but was sidelined with mechanical trouble at the halfway mark. Smith and Roberts stretched out their lead in the closing laps, leaving Robert Winters and Ray Hempstead to fight for third place.

Smith (Yam) Nips Roberts (Yam) in 250 Combined

Winters began moving away in the last five laps to take third. Both rode Yamahas.

Smith and Roberts continued to swap the lead right up to the wire. On the final lap Smith led by three feet coming out of the infield and on to the high bank, but coming out on the back straight Roberts got by. He moved out strongly on the back stretch, and it appeared that the rookie Expert would do it again. But Smith wasn't having any as he swept by in the last turn to take the checkers by four lengths.

The winning Yamaha was the same machine ridden last year by Kel Carruthers when he dominated the 250 events.

RESULTS

1. David Smith	Yam
2. Ken Roberts	Yam
3. Robert Winters	Yam
4. Ray Hempstead	Yam
5. Ron Pierce	Yam
6. Jerry Green	Yam
7. Marty Lund	Yam
8. Jean Lysight	Yam
9. Harry Cone	Yam
10. Fred Guttner	Yam
11. Jerry Christopher	Yam
12. Jim Odom	Yam
13. Robert Pepper	Yam
14. Duane McDaniels	Yam
15. Bruce Shoemaker	Yam
16. Jim Metrando	Yam
17. Gary McGoron	Yam
18. Ken Molyneux	Yam
19. Robert Sharp	Yam
20. Steve Baker	Yam



Kenny Roberts/Dave Smith dual. Smith (20) eked out the win.

RONNIE DOTTLEY (YAM) TAKES 100-MILE JUNIOR CONTEST

By Jack Mangus
DAYTONA, FLA., March 10, 1972 — Ronnie Dottley, a Yamaha-mounted rider from Birmingham, Ala., set a new average speed record of 103.316 mph on his way to winning the 100-mile Junior race. Dottley, who had finished second in the Novice race at Daytona in 1970, stayed with early leader Jerry Greene and held off James Chen for his first Junior victory.

Dottley, Greene and Chen swapped the lead over 25 times and Greene appeared to be establishing an edge until he was forced out on the 17th lap with mechanical problems. Chen then picked up the pace, and he and Dottley continued to swap the lead until the 24th lap, when Chen's Honda fairing

started wobbling in the breeze. Chen backed off the pace and Dottley pulled away to take the checkered flag and \$2,050.

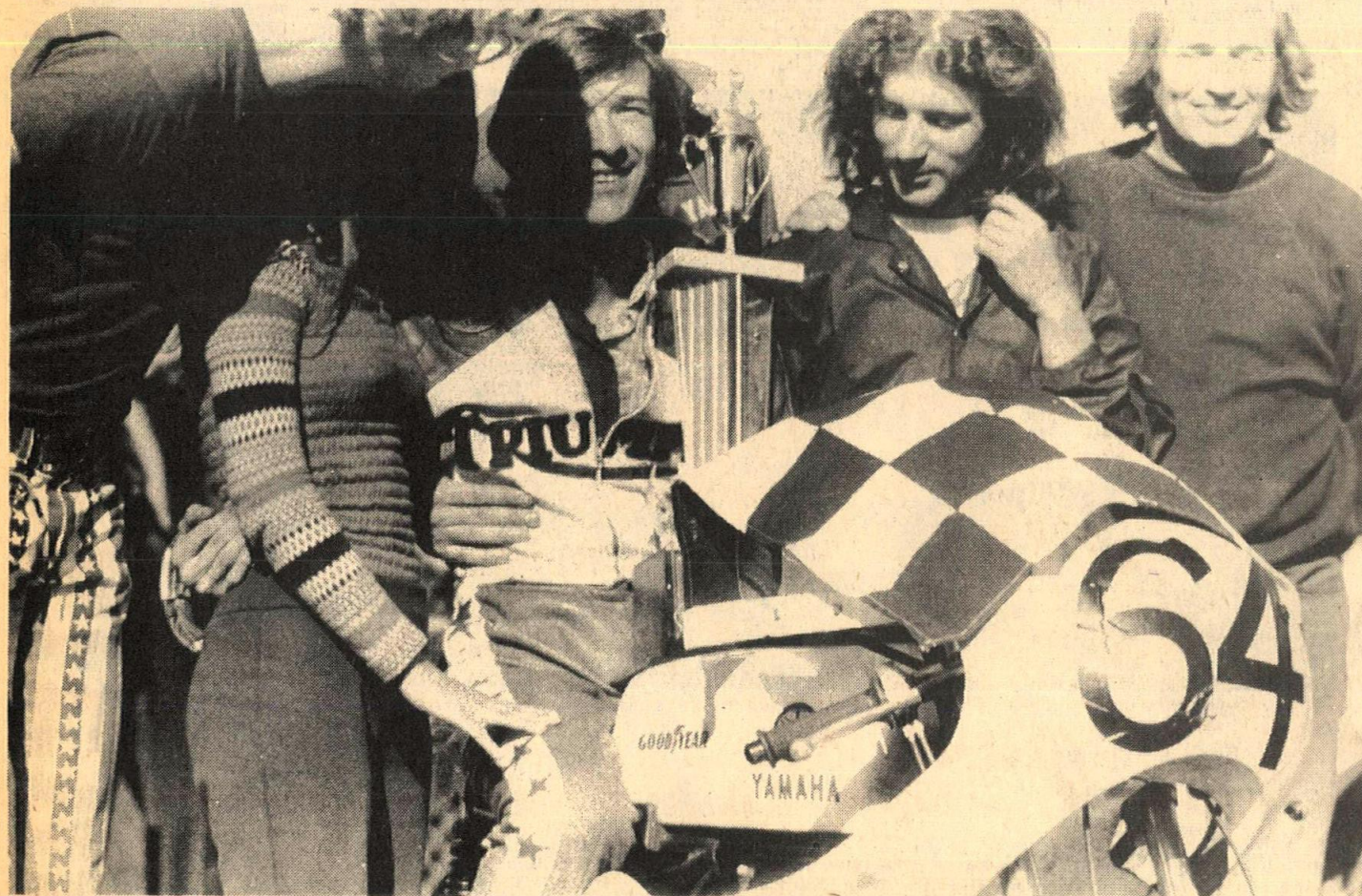
Jean Lysight, who had been closely following Dottley and Chen, took advantage of Chen's fairing problem and slipped by to nail second place. Canadian rider Lysight was aboard a 250 Yamaha as was Dottley and five other top ten finishers. The one-two Yamaha performance turned out to be a forecast of things to come over the weekend as the potent 350's proved, once again, that it doesn't take a 750 multi to win.

Scott Autrey took fourth place behind Chen and Mitch Murray placed fifth. Both riders were aboard Yamahas.

Nick Stevenson (H-D) was a first lap casualty, as the Temple Hills, Md. rider unloaded coming off the oval into the infield. Steve Dalgarno, riding the Gary Nixon Enterprises ex-Gary Fisher Jess Thomas Triumph, was impressive in his road racing debut. Dalgarno duelled with Jim Cotherman, also on a Triumph, until a broken connecting rod put him out on lap 21. Cotherman finished seventh behind Jeffrey March.

RESULTS

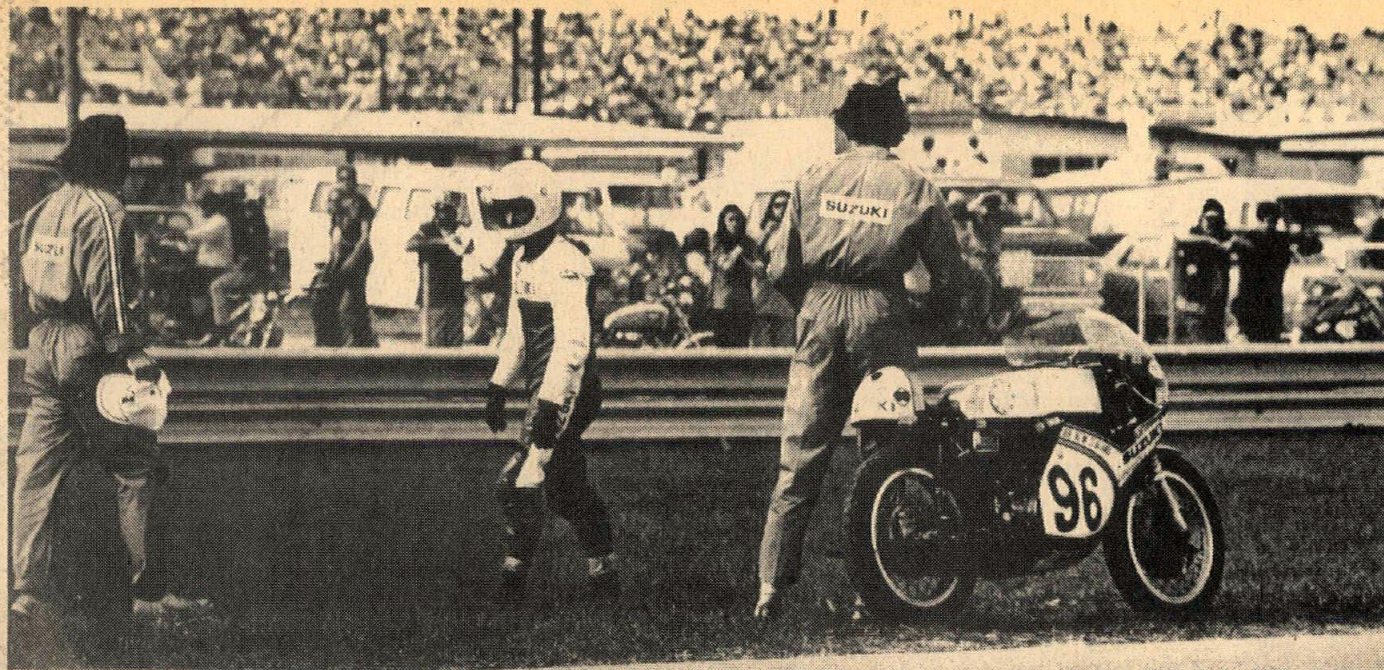
1. Ronnie Dottley	Yam
2. Jean Lysight	Yam
3. James Chen	Hon
4. Scott Autrey	Yam
5. Mitch Murray	Yam
6. Jeff March	Yam
7. Jim Cotherman	Tri
8. Tom Schroeder	Yam
9. Manuel Radbord	Hon
10. John Green	Yam



Ronnie Dottley celebrates his Junior win.

NOVICE RR TO





Geoff Perry nearly saved it for Suzuki until a chain let go with minutes left.



Kel Carruthers team Yamaha suffered an early death.



Ray Hempstead.

DAYTONA

DAYTONA BEACH, FLA., March 12, 1972 — Don Emde led only one lap of the 1972 Daytona 200-mile road race, but it was the glory one. The 21-year-old pro from San Diego, Calif., went into the long, furious chase with (everyone thought) not much chance of winning. His 350cc TR-3 Yamaha twin

another Kawasaki closed on the pair of leaders. The green machine of DuHamel set a 10-lap record of 110 mph in the heat of competition, but by Lap 10 the other two Suzuki boilers of Jody Nicholas and Ron Grant were closing fast.

Lap 11, DuHamel had 2 1/2 seconds

winner, led for one lap on the Vesco Yamaha but he too ran out of gas and pedaled very slowly to his pits.

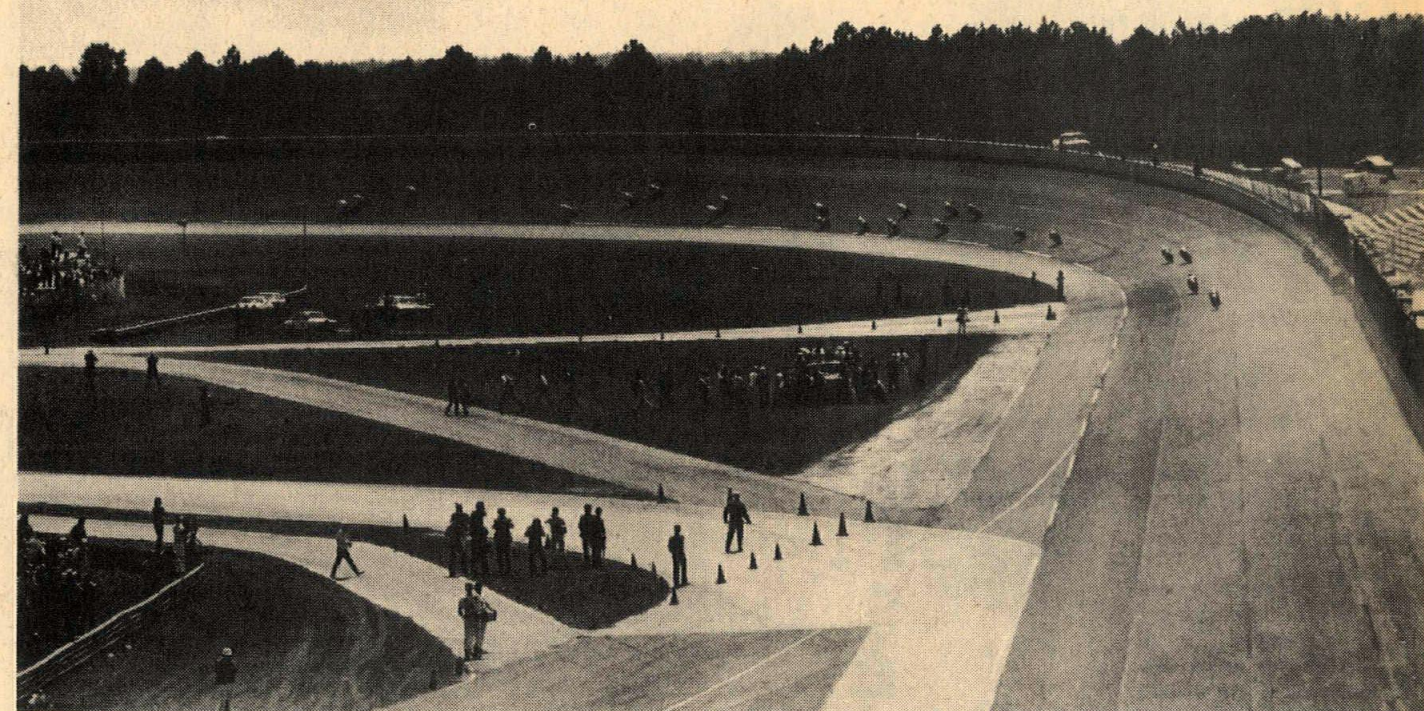
The blue Norton of Phil Read then led the race for three laps until Florida's Ray Hempstead out-spied the world's 250cc champion on his little Yamaha twin. Hempstead was quickly passed

machine was also a diminutive Yamaha twin ridden by the youthful Dave Smith. Fourth was the factory Norton 750 twin of Read and fifth was another Yamaha raced by Fred Guttner of Detroit.

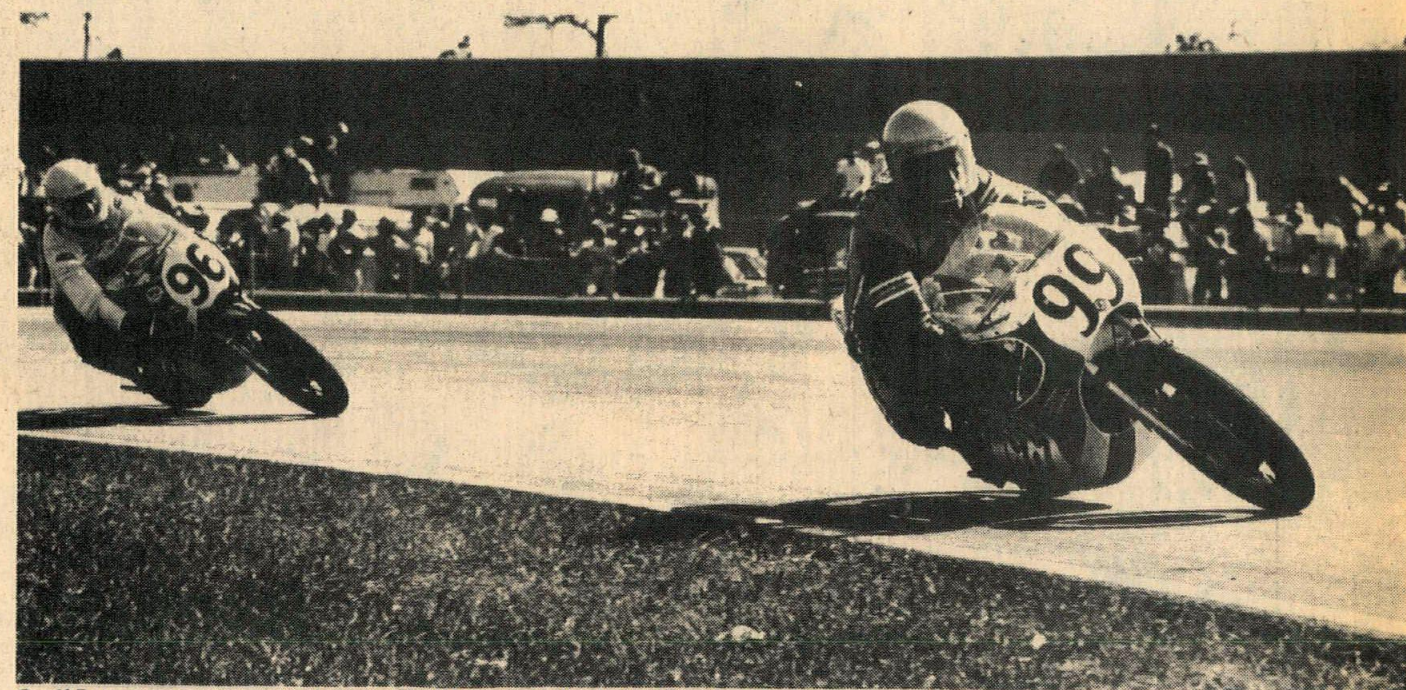
The first multi-cylinder winner, in sixth place, was the private

pit stops.

Bob Bailey, Ralph White, and Gary Hunter all got off at once on lap four...Tom Rockwood parked the factory Triumph with a broken clutch cable...Gary Fisher on the Honda four was so close to the front that he appeared to be leading for several laps, but again the engine failed to stay alive...Jerry



The third wave gets on the wall. Frightening.



Geoff Perry creeps up on second-placing Ray Hempstead, just before Perry's misfortune.

By Chuck Clayton

Photos by Gary van Voorhis

DAVID

GOLIATH

up steadily through the race, stopped for a quick dose of gasoline on lap 28 and by the 31st tour of the 3.81 mile circuit he began climbing fast on the leaderboard, as the complicated engines of the opposition destroyed themselves.

Eleven men held the lead a time or more during the battle of attrition that is Daytona. First, it was Art Baumann, the polesitter who had shocked the world with this 110.363 mph qualifying average, blasting the sophisticated, water-cooled Suzuki three over 170 mph against the 3-G pull of the Daytona banks. Baumann was out on Lap 15 with a blown engine.

Yvon DuHamel took away Baumann's lead on Lap 7, riding the 750cc Kawasaki. Yvon, the infield wizard and Baumann, the horsepower king, see-sawed while Gary Nixon on

gave up the point to Baumann, who promptly blew. Only 55 miles had elapsed.

This gave Nicholas the lead and Yvon's Kaw soon spit up. But before Jody could get used to it, his Suzuki ran dry and he pitted for eight seconds worth of gas, handling the glory spot to Kenny Roberts on the first 350cc Yamaha to hold it.

Jody was back in front by Lap 20 and collected another \$900 for the laps he led through 28. He was swiftly carving through traffic, swooping the slower goers on the banks and flat straights. His average speed eclipsed the record set last year by England's Paul Smart. But on the 29th lap, Jody was in the infield grass, his water-cooled superbike welded solid. Scratch Suzuki number two.

Dave Smith, the previous day's 250

off to a bad start but had made up time steadily. He quickly opened a 13-second lead over second place.

Hempstead diced excitingly with Don Emde, meanwhile and all eyes were on this climactic duel for second place. So engrossing was the battle back there that few fans noticed when Perry's bike parted its chain on the all-but-ultimate lap, leaving him stranded in the infield while visions of 13,000 American dollars went winging on the heels of the powerful, dependable Yamaha pair.

Finally Emde pulled away from Hempstead, denying him his draft, and as the checkered flag fluttered, the youth won all the marbles. He is sponsored by "Motorcycle Weekly", a newspaper owned by three promoters in California.

The aging Hempstead won a hard-earned second, and the third

ridden by Jim Odom.

So it would appear that the predictions of the end of the era of twins at Daytona were premature. Now, what does a young man do, after he has won the world's biggest motorcycle racing glory at age 21?

DAYTONA DETAILS

The only Harley-Davidson in the 200-miler was Larry Darr's private entry. It came in a fairly respectable 17th.

Paul Smart (Kaw), Stan Friduss (Yam) and Frank Gillespie (Yam) were seen pushing their mounts on the grid after the start, trying to get them going...Kel Carruthers, having terrible luck since his splitup with Don Vesco, fell off on the fourth lap. Dick Mann got off the track in lap 6 and was pushing his BSA to restart it. He had to make several unscheduled

broken arm and cracked hip for his Daytona souvenir.

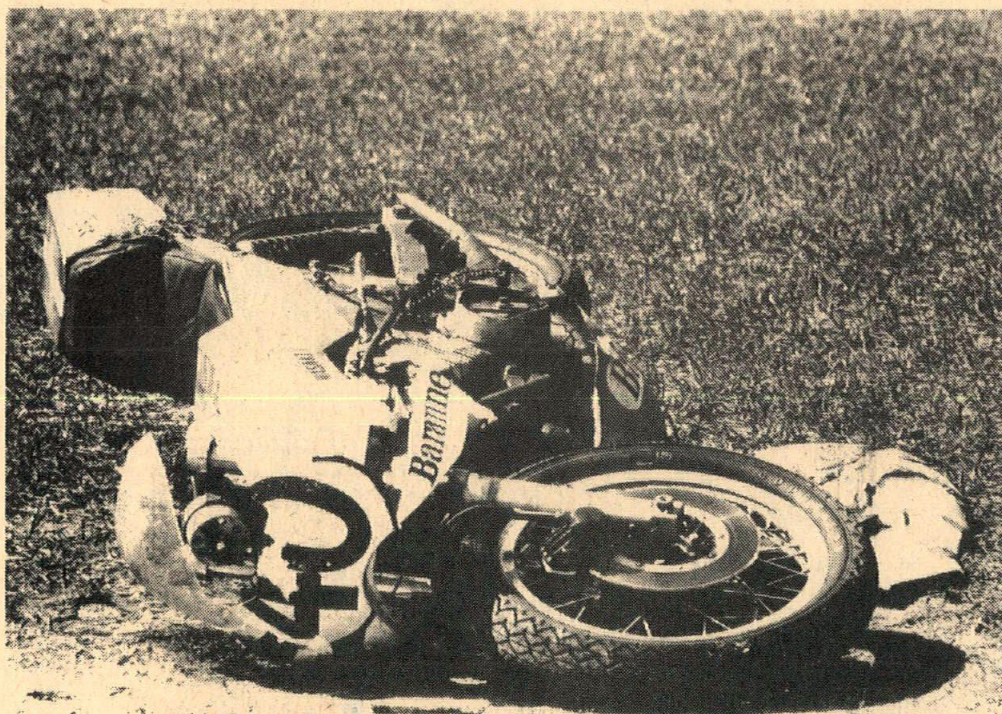
Gene Romero's rear tire went flat, but his crew had it repaired and sent him back out to finish...Kenny Roberts blew his front tire, changed it, and finished...Suzuki seemed undecided which brand of tire to go with. The bikes were seen with Dunlops and Goodyears, even on the same machine (Dunlop in front, Goodyear on rear). Grant went out with a shredded rear tire. Scratch Suzuki number three.

Norton's pit facilities were primitive compared to the Japanese Blue Swarm around the Suzuki bikes. Pitmen were observed filling Phil Read's Norton using a cut-out cocoa tin.

In addition to his \$13,200 prize money, Don Emde collected contingency money from Dunlop Tires, Champion Spark Plugs, Bell Helmets, Bates Leathers, "Motorcycle Weekly" and Cycle News.



Don Emde didn't go 171mph but he did go 54 laps



French champion Eric Offenstadt found the wrong line.

Hot Flash! Ft. Hood Gets ISDT

DAYTONA BEACH--Russ March, Executive Director of the American Motorcycle Association, has announced that Fort Hood, Texas will be the site for the 1973 International Six Days Trial. There will be an eight-event

qualifying series to assist in selecting the American 1973 ISDT team.

The series, which will span the country between April and August, will provide American competitors the opportunity to prepare for the 1972 ISDT to be held in Czechoslovakia.

31st ANNUAL DAYTONA 200 UNOFFICIAL RESULTS March 12, 1972

1. Don Emde	Yam
2. Ray Hempstead	Yam
3. Dave Smith	Yam
4. Phil Read	Nor
5. Fred Guttner	Yam
6. Eddie Mulder	Tri
7. James Odom	Yam
8. Michael Ninci	BSA
9. Duane McDaniels	Yam
10. James Dunn	Yam
11. Mark Williams	Yam
12. George Kerker	Hon
13. James Allen	Yam
14. Geoff Perry	Suz
15. Mike Lane	Yam
16. Keith Mashburn	Yam
17. Larry Darr	H-D
18. Conrad Urbanowski	Yam
19. Don Twigg	BMW
20. Douglas Libby	Yam
21. Jess Thomas	Yam
22. Dick Mann	BSA
23. Tom Rockwood	Tri
24. Roger Reiman	Hon
25. Gene Romero	Tri
26. Edward Salley	Yam
27. John Samways	Kaw
28. Gary Scott	Kaw
29. Michael Meyer	Hon
30. R. G. Wakefield	Kaw
31. Bob Bailey	Tri
32. Frank Gillespie	Yam
33. Bob Bulmer	Suz
34. Robert Winters	Yam
35. Kenny Roberts	Yam
36. Ron Pierce	Yam
37. Ken Molyneux	Yam
38. Ron Widman	Nor
39. Ron Grant	Suz
40. Steve McLaughlin	Hon
41. Gary Fisher	Hon
42. Jody Nicholas	Suz
43. Dick Hammer	Kaw
44. Hurley Wilvert	Kaw
45. Cliff Carr	Kaw
46. Shorty Seabourne	Nor
47. Marty Lunde	Kaw
48. Gary Nixon	Kaw
49. Mike Kidd	Yam
50. Yvon DuHamel	Kaw
51. Peter Williams	Nor
52. Art Baumann	Suz
53. Tod Sloan	Yam
54. Ronald Muir	Kaw
55. Stan Friduss	Yam
56. George Roche	Kaw
57. Robert Ely	Hon
58. Gary Hunter	Yam
59. Eric Offenstadt	Kaw
60. Kel Carruthers	Yam
61. Paul Smart	Kaw
62. Ralph White	Yam
63. Jerry Christopher	Kaw

TIME OF RACE
1 hour 56 min. 27.63 secs.
AVERAGE SPEED:
103.358 mph (not a record)
CROWD ESTIMATE
46,500

20 YEAR OLD STUDENT, JOHN LONG (YAM)

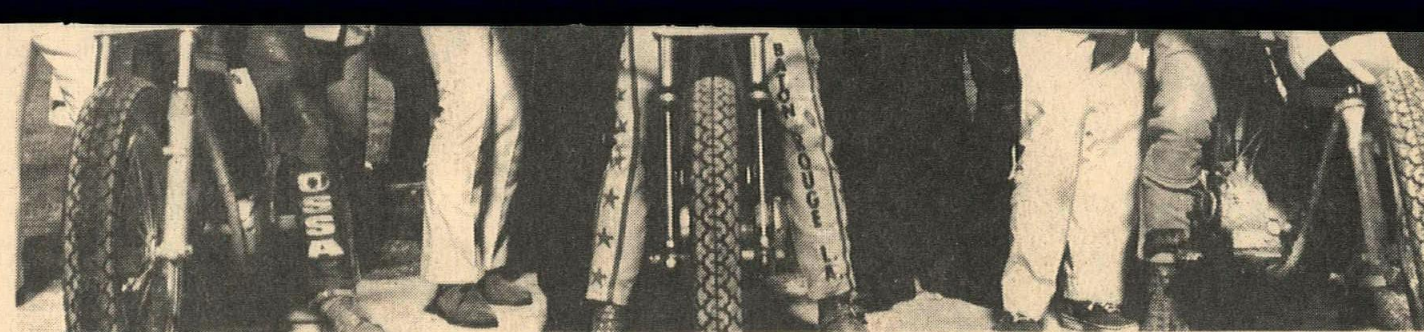
By Jack Mangus
DAYTONA, FLA., March 10, 1972 — John Long, a 20-year-old Miami college student, out-dueled Californian Pat Evans and a field of 80 to win the 76-mile Novice Road Race. Long, a five-year Novice road race specialist, carried on a fast moving battle with Evans until Evans dropped out with three laps to go. Long, along with the first 28 finishers, was aboard a Yamaha and the victory automatically advances him to the Junior class. He had won the 250 Amateur road race and finished third in the Novice race last year.

Taking second place behind Long was one of those Varnes boys from Pennsylvania, Dennis Varnes. Mike Devlin took third with Tim Rockwood and Peter Baier taking fourth and fifth places respectively. Pat Evans completed 19 of the 21 laps to eventually finish 17th.

Sixth place finisher Tom Bovaird and eighth place man Robert Rectenwald joined Varnes, and Baier to put four Pennsylvania riders in the top 10.

RESULTS:
1. John Long Yam
2. Dennis Varnes Yam
3. Mike Devlin Yam
4. Tim Rockwood Yam
5. Peter Baier Yam
6. Tom Bovaird Yam
7. Phil McDonald Yam
8. Robert Rectenwald Yam
9. Jessie Byars, Jr. Yam
10. Robert Jandibeur Yam

Frenchy LeBlanc powers through a Short Track turn.



Mike Gerald (center) was second Friday night ahead of Robert E. Lee (54) and behind Gary Scott. Saturday he won.

Scott Wins 1 but Gerald Stars in 2 Shorties

By Jack Mangus
DAYTONA, FLA., March 10-11, 1972 — The usual sell-out crowds were treated to some of the finest short track racing in years at the Friday and Saturday night events. Gary Scott won the feature Friday night but it was Mike Gerald who was the star of the weekend. The likeable Louisiana rider placed second to Scott on Friday night, stuck around and won the American Challenge Race over Scott, Cliff Keener and England's Barry Briggs, then returned Saturday night to win the Main.

Gerald, who had won the Jacksonville, Fla. indoor short track the weekend before, had to compete with Barry Briggs for the crowd's approval as the former World Champion speedway rider's style really turned the spectators on. Briggs had no success with his own machine but borrowed Larry Kennedy's Yamaha for Saturday night's challenge race and ran away from everyone. Barry was heard to remark that, perhaps, the

American style short track bike is really the way to go.

Gary Scott's Kawasaki worked perfectly Friday night as the California rider mastered the hard-packed groove and set fast time for the semi's and all but ran away with the feature. Robert E. Lee finished third behind Scott and Gerald with Mike Kidd and Keith Mashburn finishing fourth and fifth.

Just as Friday night was Scott's, so

was Saturday's program all Ossa-mounted Gerald's. Mike had the fastest semi of the weekend and then beat Rex Beauchamp and James Rawls to the checker for the feature win.

FRIDAY RESULTS
1. Gary Scott Kaw
2. Mike Gerald Oss
3. Robert E. Lee Oss
SATURDAY RESULTS
1. Mike Gerald Oss
2. Rex Beauchamp H-D
3. James Rawls Bul



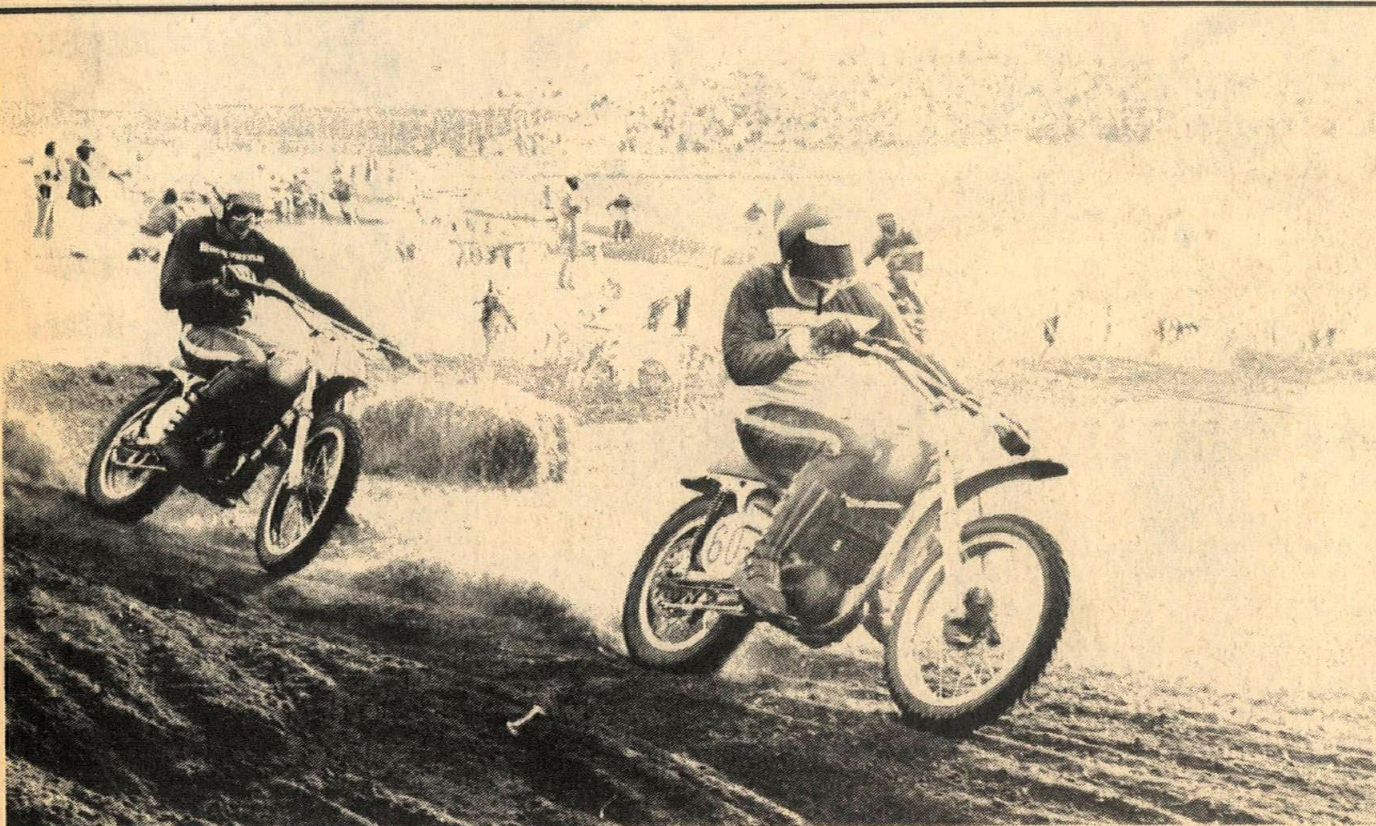
Gary Scott pulls out the lead in the Friday night Short Track.

MOTOCROSS: Weinert Wins on a - yup, (Yam)

DAYTONA BEACH, FLA., March 11, 1972 — Jim Weinert, possibly America's best motocrosser, fell twice and recovered to win the final in the 250cc class of the Winter-AMA Motocross Series for Yamaha on the man-made course in front of the Speedway grandstand. Mark Blackwell of California, the other likely candidate for best in the U.S., took the Open Class for Husqvarna.

Weinert, a 20-year-old Middletown, N.Y. junkman, signed with Yamaha two weeks ago after successfully campaigning Maico in the series. His wide-open, berm-blasting style contrasted sharply with Blackwell's smooth, highly orchestrated speeding. Now it remains to see these two Experts do battle against one another. This obligatory scene may take place at the Twin Falls, Idaho motocross promoted by Evel Knievel May 6 and 7.

RESULTS
250cc FEATURE
1. Jim Weinert Yam
2. Tim Hart Mal
3. Wyman Priddy CZ
4. DeWayne Jones Yam
OPEN
1. Mark Blackwell Hus
2. Gary Jones Yam
3. Bob Grossi Hus
4. Bill Clements Hus
5. Jim West Hus



The Husky team dominated the 500 class except for Yamaha mounted Gary Jones. Here Jim West (5th overall) holds off teammate Mark Blackwell (1st overall; 500 series winner).



Jim Weinert en route to a 250 MX victory in the Florida Winter-AMA finale.

TOMPING GROUNDS



Talking about bad luck — Gary Chaplin (4) always started out near the point chasing Lackey. But in the first moto, the chain came off twice. Then, more mechanical problems came up and Gary was through for the day. Jim Wilson, however, made a great show for the crowd, doing all kinds of catch-up riding.

last weekend's double win under's GP, Jeff Wecker and Andy Berkeley (Mai) three in the 250 class.

for the poor turnout of fans who did show but weren't AMA officials in Ohio. deal of hassling, Kimball had to get authorization for

the troubled riders. He got it, but by this time a few upped and left, heading for other tracks to race. It seems as though the AMA heads were thinking about Daytona and forgot to get the work done for this race. With the Winter-AMA series completed in Florida, many more of the top riders should be out at Saddleback this Sunday for round two.



er led nearly every moment of the three 15-minute 250 District 37 motos. Randy was his closest competition but could only grab second.



Instead of the Kawasaki he's been mounting recently, today Brad Lackey chose his CZ. Whatever his choice, he still wins.



Mike Runyard was in very hot form. Taking second overall, he was constantly charging from behind to chase Brad Lackey.

CMC MX MX MX MX MX

By Art Friedman
Photos by Dave Schoonmaker
and Art Friedman

CARLSBAD, CAL., March 12, 1972—Judging from today's racing at Carlsbad raceway, the CMC has organized its events for the participant and not the spectator. With some 45 motos and over nine solid hours of racing, the program was a test of endurance for spectator and racer alike.

The course offers quite a few vantage points to the spectators, and a well-prepared track to the racers. However, by the end of the very long program the spectators are tired and, even though silencers are required, thoroughly rung-a-dung (ring-a-dinged?), while the track has deteriorated.

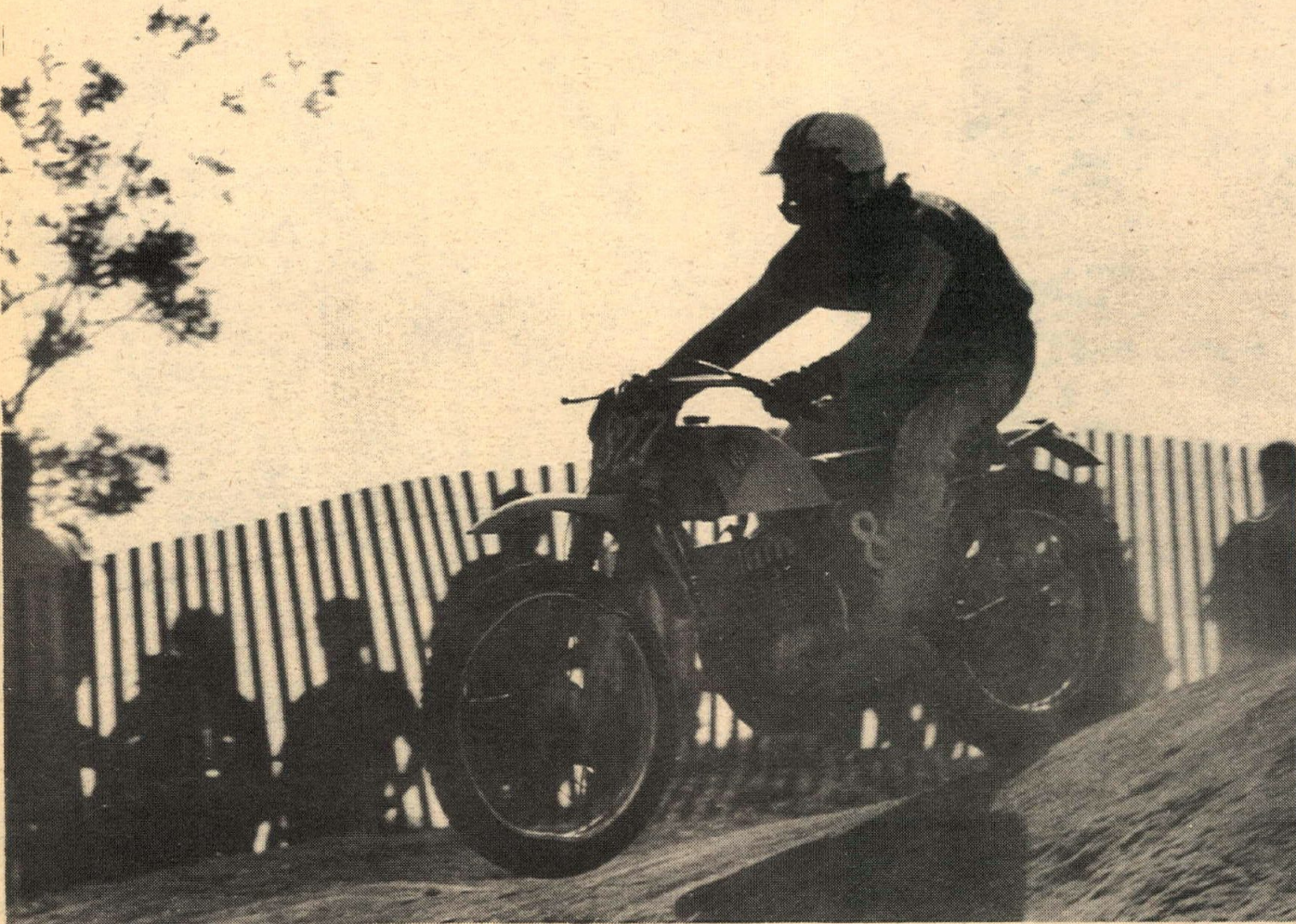
The CMC does try to do a lot for the racers, hence the long program. Most of the action was centered about second or third place with no real contention for the first spot, with most of the top riders elsewhere. The 500 class with its "2500 Dollar Duffers Club" (membership in this elite section of the Junior Class requires at least \$2500 worth of equipment) slowed things down a good deal.

The spectator could find some break in the routine by walking over to the adjoining dragstrip and watching the cars lay smoke. As a matter of fact, there were some leather pants to be seen there as well. At the drags you could find intense competition, like a VW SuperBeetle up against a '57 Lincoln Continental. (The VW won with a scorching run in the magic 25-second bracket.)

100 class motocross seems to be just stuffed these days with youngsters under 18. As Gordon Jennings related in an article in a recent copy of CYCLE magazine, the son (or daughter) becomes the vehicle for the parent's ego. One young fellow crashed after being forced over the berm. When the doting dad found that the motorcycle was unable to continue, he flew into a rage, stalked off, leaving the kid to push the broken \$800 bike back to the pits by himself.

Although it is quite lengthy, the program offered by the CMC gives everyone a chance to race, three times, against equal competition.

(Results on page 36)



He kept on going, loose handlebars and all.



The course offered good spectating points.



The first few turns got a little tense at times.

A Brief Look at Joe Crocker and the World's Largest Mikuni

By David Swift

"I'm more enthused about motorcycling today than I was when I was a kid." Joe Crocker was a kid over 60 years ago and is still going strong. Joe was kind enough to stop by our offices after he noticed the article on Mikuni carburetors we ran recently. He wanted to show us the mixer he had on his Sportster — a 44mm Mikuni he is currently sorting out.

We invited him in for a cup of coffee so we could chat about this World's

Biggest Mikuni. He politely accepted the brew although he doesn't really like to drink the stuff.

He's 70 years old. He has liked motorcycles since 1912. "I liked to ride then but I finally bought my first one in 1917. A Cleveland two-stroke. Then I ran the gamut."

He named off Wagners, Hendersons, Flying Merckels, Thors, Harley-Davidsons, Indians, Excelsiors, and other intriguing brands, some which I've heard of and others that I haven't.

To me, they are just funky names for funky-looking machines that are fiction to me.

You look in his eyes and you find out these machines did exist just like his Sportster sitting outside the window still exists. Real machines, and good machines. Turn on the throttle and they go. And it felt just as good then as it does now.

In 1950 Crocker owned a shop and built "The Brute", a bike that was capable of 138 mph. He sold the shop a year later. C.B. Clausen got hold of the machine and tuned it up for the land speed record. Jim Hunter rode it at 224 mph at Bonneville. Since that time Joe has made all sorts of headway into the science of motorcycle performance.

Lately he has been tinkering with Mikunis for Sportster fans. He ran Mikuni's largest, a 38mm, on his 63-incher for a while but decided the Harley was still hungry. So the distributor gave him this 44mm to see how it works. It seems to work fine.

Mikunis are already a legend in their own time. From what I've read, I would

think that every machine alive could run better if it were fitted with Mikunis. Of course, the Mikuni doesn't necessarily carburet better than, say, a correctly-tuned Amal GP. It's just that they never have to be hassled with once they are in tune.

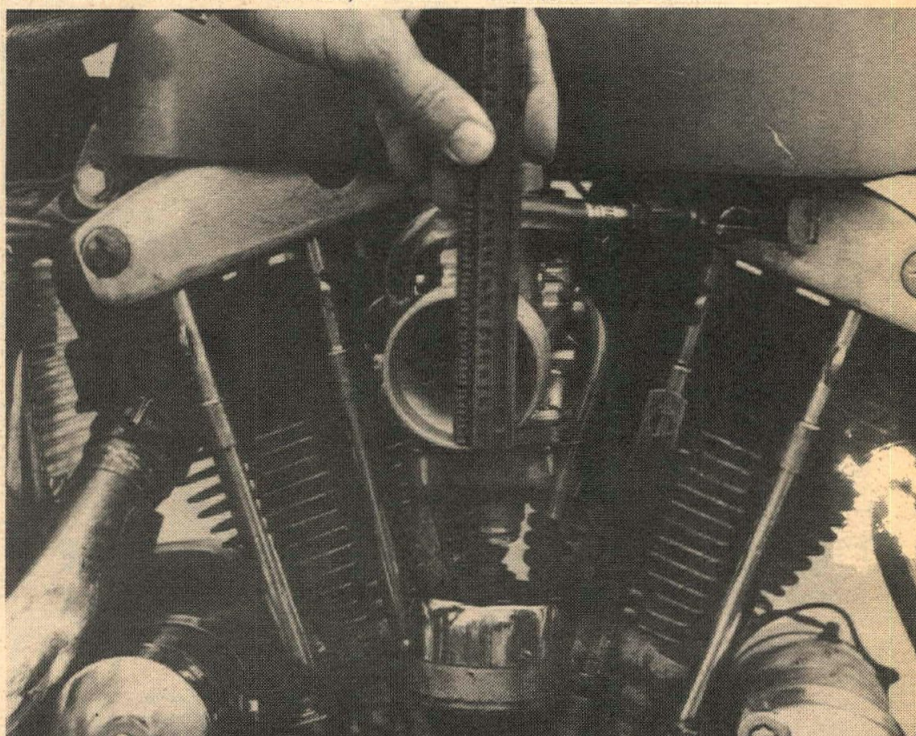
Harley has been fiddling with twin Mikunis for the last couple of years on their racers but Sportster owners still have to buy their bike with the Tillotson, which Crocker feels is unsatisfactory, at least, when compared to the 44mm Mikuni. The Tillotson is harder to start, gives poorer gas mileage, and is more prone to clog. "There's just no comparison," says Joe.

One drawback, though. You'll have to redesign your tank. One thing the Mikuni won't do is operate upside down.

If you are interested and have around \$80 to invest in the improvement of your Sportster, contact Joe at 2927 Missouri, South Gate, Calif. Maybe you could get him to tell you about some old stories as a bonus.



Joe Crocker has been smiling like that since 1917.



The Mikuni. The ruler-holder's hand hides the cutaway Crocker made on the gas tank to accommodate the carb.

By Maureen Lee

The Sidehack Association, which always provides so much color to events, have had a nice plum dropped in their laps. The Newhall Jay Cee's are having a fair and were looking for an attention-getter. They got one. The Sidehackers will run both days on a specially-built track just for them. Now, don't forget, guys — especially you monkeys — put your best foot forward and make sure your tennies are nice and white!

* * *

Desert riders have a new thing to think about now when they are out trailing. Choppers. No, I don't mean those things with elongated front ends and sissy bars. I mean the kind with rotors. Whirleybirds. San Bernardino County has bought three of them to police their area. The theory, so I hear, is that when you're trailing you often cross a boundary from public land onto private land. If it's not fenced or there's no sign and Big Brother is watching you with the aid of his terrain maps, he's gotcha! Since the county purchased three choppers (which don't exactly cost peanuts) they must be expecting to catch an awful lot of us so the fines can pay for them. Think well on that, dear hearts, when you're out there playing and watch where the hell you're riding. Otherwise, you'll get the feeling a wolf gets when some so-called sportsman is hunting you from a plane with a high-powered scope rifle.

I see the AMA and the MIC have both sent a nice letter to the President about his Save the Land proclamation. When I wrote my column two weeks ago I hadn't seen the copy of the MIC letter, and when I did, I thought, "Oops, I've done it again!" I still feel the same way and judging from letters Cycle News and other of the media have received there are quite a few of us who feel the same way. We agree that the land must be used wisely, but for the benefit of everyone. If we lie down nicely with our paws in the air and go along gracefully with everything the President and his commission suggests, we could blow the whole thing. To put it in a ladylike way, if we bow nicely

scramblin' around

they're just liable to come up behind on our unprotected rears. Don't forget that Big Business is just leaping up and down at a chance to get onto the public land.

* * *

Made the Viewfinders GP and was it ever good to be able to make a two-day event again. I love GP's, not only for the excitement of the racing but for the shenanigans that go on at most of them. There's always one wife or mother who thinks her guy did better than he really did. Then there's usually a lightweight in with the heavies; this time a Husky go in the Open class and Heavyweight Steward Tom Center was right in the same class with him so you can imagine how that one is going to turn out.

The one that I'm waiting to hear on is the 250 Novice. The race is under protest. The guy who won it signed in as a Novice but is actually a CMC Expert. And he sure didn't ride like any novice I've seen! Now, the rule book says that if you are signing in at an AMA race for the first time you will be classified as a Novice. Okay. But what about guys like this who plenty of people know is an Expert or Amateur in another recognized organization? It's not fair to the rest of the Novices, is it? Even if he does get transferred right after this race, he's still taken a GP win away from someone.

* * *

If I were that chap and they insisted I ride Novice even though I held an Expert card, I wouldn't sign in. Pride wouldn't let me.

* * *

Some of your riders should put in your little think tanks, should you have aspirations to ride the AMA-FIM motocrosses. I've been browsing through my new rule books to find the changes etc. and the only way you can get a professional AMA Novice license is to be graded an "A" rider in an AMA District. ("A" this year stands for Expert and "B" for Junior in Sportsman

racing, just when we were all still trying to break ourselves of calling Juniors "Amateurs", Oi vay!)

If you live in a district with no such grading system then letters are necessary for you to obtain your license with proof of two years active Amateur competition from the people you have been riding with or the recommendation of your AMA District referee. Now District 37 has its grading system so don't expect to ride with other organizations as an Expert and expect to get an AMA professional license unless you are an AMA Amateur (Sporting) Expert to.

Another rule that has been changed allowed some of our local troops to make it straight to the Amateur class without serving their Novice year in the professional division. I was just chatting this over with Dick Mann one day about this. I thought that it might possibly work for a TT rider if he was really an exceptional scrambles rider beforehand but not in flat track. Anyway, a Novice pro should really have that first year to season.

Richard didn't know this had been done and definitely disagreed with it. Everyone should ride as a pro Novice to get that feeling of a pro track and the situations found on it, especially in flat track. Flat track racing is a different ball of wax from just one or two hot turns in a scrambles track.

Another gentleman appeared on the scene and thought there was an argument going on. He said no one had ever transferred without serving a Novice year. He had to back down when I told him who the riders were, and old Buggy, thoughtful as always, said, "It won't happen next year."

The next year is now here and he's right. It won't happen. It's transfer points only which can make it hard on a guy who is really too big for a ring-ding but that's life. I brought this up because rumor had it that one of our top scrambles riders was going to apply for

an Amateur card as a pro and try and skip his Novice year and it looked as if this was going to continue we could forsee hardly any Novices at all! Anyway, send the dear old AMA \$1.25 for some rule books and keep them handy. You'd be surprised what is in there! And I mean really!

* * *

At the GP we ran into Mary McGee, still the best all-round gal rider I've seen. She took to dirt riding like a duck to water after spending plenty of time on the road race circuits with the man and was the first gal to get a trophy for riding a desert race in District 37, as far as she can reckon. It was after that, she says, that other gals started bugging their husbands for bikes so they could have a go at it oo. If she'd ever contested the 125 class I've got a pretty good idea she would always have been number one desert girl, what with her ability and experience. But she always felt it would be a little unfair and she's not swell-headed in forming that opinion. She was the first or one of the first gals to hold an FIM license for cars and bikes when most Americans didn't know the FIM existed.

Mary and husband, Don have said "bye-bye" to Southern California. She's been involved in two near-disastrous auto crashes — the last one kept her off a bike for two years and she's just sitting on one now — and they've opened a shop in Ketchum, Idaho, so if you're up that way for the Evel Knievel motocross and want to go a little way out of your way to say hello, the welcome mat is out.

* * *

Also heard that Lynn Wilson did a no-no in the desert and popped a shoulder. I didn't say this, Lynn, but was told to say it by that nasty man in Burbank with the mustache who is always picking on girls to ask you, "Was it on a downhill?"

* * *

Don't forget to state your views on the Proclamation. Last week Russ Sanford had a sample letter in his column you can copy if you're a bit at a loss for words. But do something to let them know we're out here!

Co-coon-emanate? The papoose skyrockets at Indian Dunes

By John Grout

Photo by Racing Photos

VALENCIA, CAL., March 12, 1972—Norm McElroy, Craig Brewster and Culver City rider Mike Brown were the trio of Senior riders that displayed the "big guns" in today's motocross snorter at Indian Dunes Park here.

McElroy, who scored the day's overall win amongst the 125cc Seniors, had more than a small amount of trouble with Bill Saltzman (Pen), Roger Oien (CZ) and Gary Huber (Bul). McElroy won all but the second moto for the group while Huber was able to get home first.

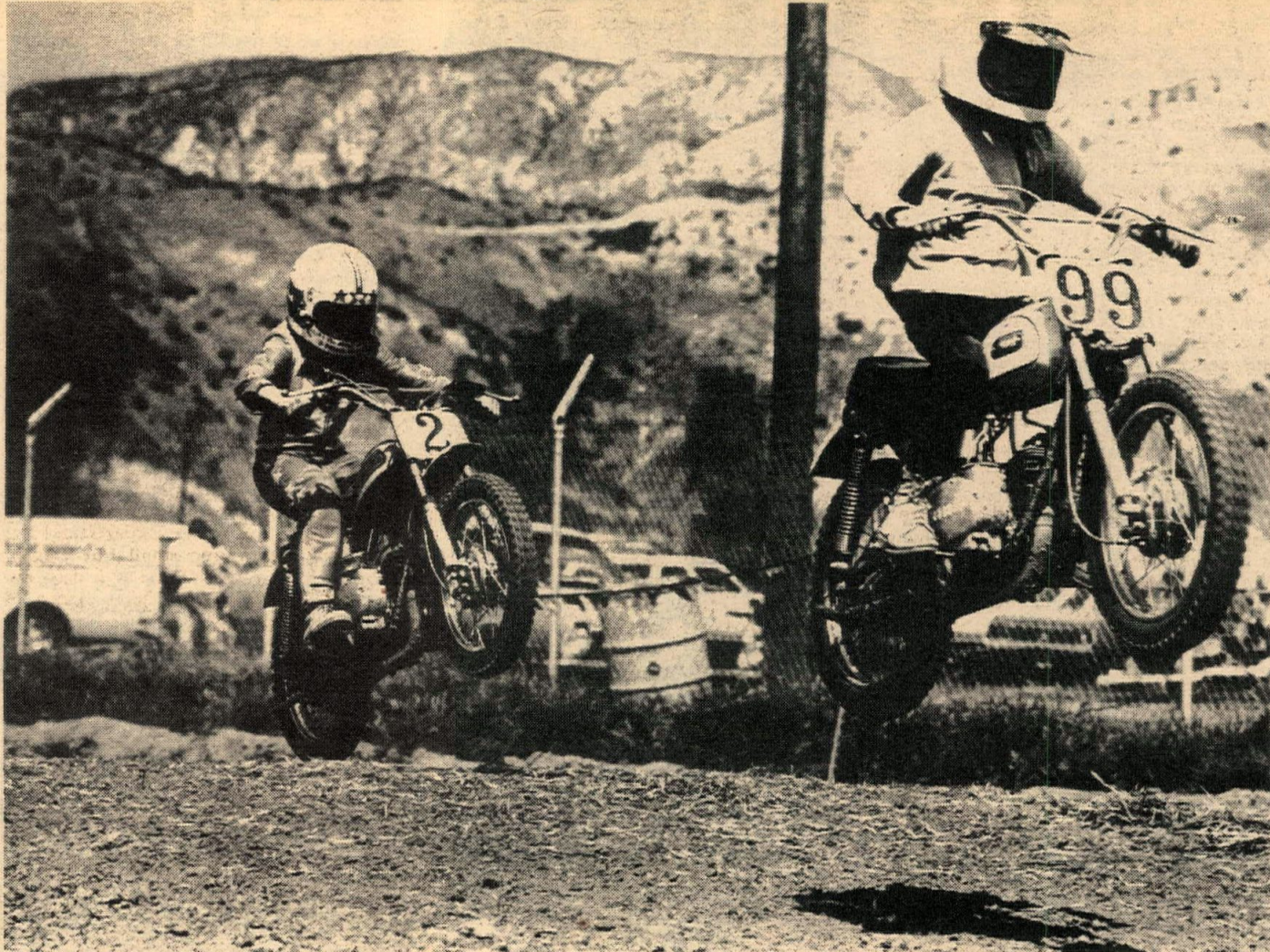
Brewster, on the other hand, grand slammed all of the events for the 250 grouping.

Open Senior victor Mike Brown sailed his CZ to long-yardage wins. Hey! Wait a moment! Let's not forget the lead heat on the entire program: competition for the youngsters mounted on mini-cycles; where Mike Bruno, Jimmy Simons, Dave Ewing and Kenny Alexander — all astride Yamaha mini-enduros — were the day's overall collectors of the largest trophies. And it was again evident to all of the spectators that these papoose skyrockets, putting on a full-bore, dirt-track-slide-type-of-show, are where the future DeSoto's, Lackey's, etc. are going to cocoon-emanate.

Old-Timer winners were George Alderman, Jack Cunningham and Larry Escamilla. while high-scorers in the Powder-Puff ranks were Norene Hendrix, Janice Kline and "ever swift" Juana Madrid.

By virtue of rattling to a 1-2-1 record, Mike McAtee again collected high honors on a Steve's prepared Bultaco, as he whipped an explosive field of 100cc entrants.

Randy Crawford (Hod), who had beaten McAtee in the second heat for the bunch, was a DNF in the final



Next time out at the Dunes, check out the mini bikers.

moto.

Jim Baldwin (CZ) and Bob Alderman (DKW) did the "job" on the two

divisions of 125 Juniors.

CZ racer Loren Hall got the big brass for 250 Juniors, and Rick Arnold, who

was sliding a Yamaha. Ron Zahn (Mai), Clyde Ross (CZ) and Glen King (Suz) were the day's Open Juniors.

Lee Wins Ponderosa Scrambles

By Wes Anderson Sr.

LANCASTER, CAL., Mar. 5, 1972 — The Ponderosa Hare Scrambles were held on the first weekend of March under balmy skies. On Saturday Bob Thompson on his Suzuki led at the smoke bomb with Monte Lee on his 125 Yamaha in hot pursuit. Monte took over the lead and went on to an overall win. Thompson held on for second and Phil Elmy was third on his B.S.A. MX. Many fat-old-man spectators had lumps in their throats as Elmy kept up the pace on his big thumper. For the younger set that means the engine has things called valves.

Ricky Garcia won the 125 class as Lee had entered Open.

After three minutes wait the trailbikes screamed off with Rick McPeters (Ric) leading at the bomb. McPeters' bike had a short fuse as he seized the engine. Valero Morris Jr. (Ric) took over with Gary Wingate (Hod) in close pursuit. Poor Valero never had a chance as Gary's cute wife and their many children cheered Gary on to a first place Gary has often been a bridesmaid, but never the bride at the Ponderosa. On his first desert race, twelve-year-old Bob Lyman trophied on his stock Hodaka.

The Sunday race had a full field of entries. Monte Lee decided that discretion was the better part of valor as he decided to drop back to his own 125 class.

The big bikes blasted off to the

bomb with Clark Carr (Hus) leading with a buzzsaw (Monte Lee) on his rear wheel. Carr was still leading at the end of the first lap, with Monte about fifty feet behind. Lee took over and led the second lap with Carr right behind.

Carr did a spectacular crash on the third loop, but was not hurt.

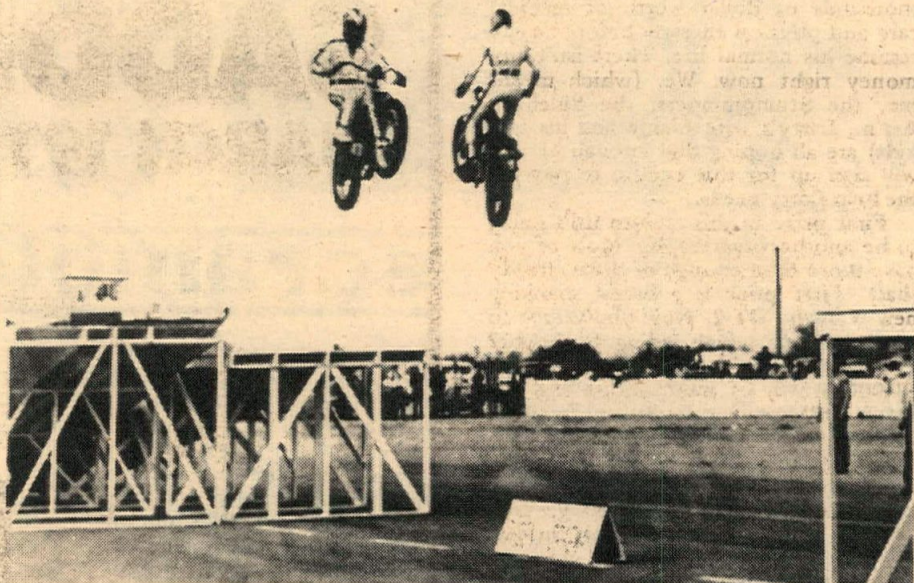
Monte Lee had his second overall win for the weekend on his Pop Lee tuned 125 Yamaha. J. Logan (Suz) was second overall for a first Open class.

After the Open class was off the all Novice trailbike class started which Sandy Robertson led from start to finish on his hot Hodaka. John DeRose (DKW) was second and the Boron Kid, Valero Morris (Ric) finished third.

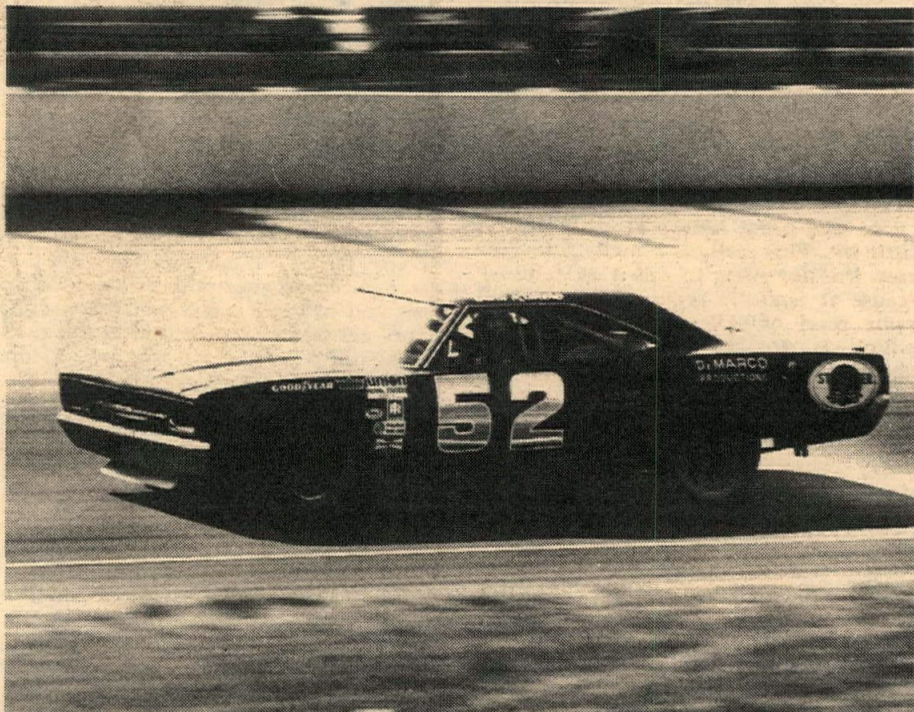
The Open class was won by Phil Elmy on his B.S.A. thumper with a third and a fifth. This author and Dick "The Crasher" Ray found out that Phil wields a mean pool cue stick as he won at the pool table also.

The next race will be Easter weekend April 1 and 2. There will be an Easter egg hunt for the kids twelve and under, Easter Sunday at 9:00 with a special trail class for the small fry.

It will be a dead engine race so everyone will walk or run after their eggs. Uncle Bill of the Ponderosa Inn has donated prizes and candy for the kids. Also we believe in women's lib, wo the girls start with the boys. Happy Easter.



"FLYING CYCLES" AT MINT "400" — A pair of youthful daredevils, 18-year-old Rex Blackwell and 20-year-old Gary Davis, will make two appearances at the Mint "400" Del Webb Desert Rally. They will perform on Sunday, March 19 at 8:30 a.m. just prior to the start of the motorcycle attraction and again, Monday, March 20 at 9:45 a.m. before the start of the auto race. On March 5 the "Flying Cycles" topped the 138-foot mark in clearing 21 automobiles at the Ontario Motor Speedway. Blackwell and Davis, both from Phoenix, Arizona, start at opposite ends of a ramp; race towards each other, take off and pass within inches of each other before touching down on opposite sides to where they started.



In case you are wondering what an exciting motorcycle racer looks like driving a car, lookie: It's Gene Romero at the Miller High Life 500, somewhere in there. Not nearly as exciting, is it? Photo by Buzz Baty, who felt it was one of his more exciting car pictures.

Jones and Pegrin Haul Bacon

By Elaine Jones

PERRIS, CAL., March 4, 1972 — Marc Jones and Steve Pegrin flat hauled the bacon Saturday night in the 100 Novice class. Steve won the first heat with a sizzling 40.5 lap time. The second heat saw Marc take command and do the same thing. Steve, to make sure it was official, did it again. The third race saw Marc bring it home and collect the gold. Steve was second and Keith Paxton third. Marc and Steve turned times bettered only by the Am/Ex. 250 and Open classes.

Rick Hutchins was out to take another crack at Doug Mason in the 250cc Am/Ex. class. Doug won the first heat with ease, but Rick quickly evened the score by taking the second moto in a close down-to-the-wire finish. The third heat saw Rick out in front and looking like he was going to topple the

king. Doug, who has got to be one of the most poised and controlled riders around, waited til the last lap at the top of the esses and literally exploded by Rick to win going away.

Walt Foster is playing some kind of silly game in the Open Am/Ex. class. For the past two weeks he has ridden two motos and had almost certain wins but hasn't ridden the final heat. Vince Graves took over the number one spot with Walt having enough for second.

Riders, please be on your toes as vandals have decided Perris is a good place to go. The Burtons seem to be the target as they had gas syphoned from the water truck and their dog and two of her pups poisoned. If anybody sees anything out of the ordinary, please notify somebody in charge so these characters can be caught.



gambit

By Ron Schneiders

Have you seen the results sheet from the Calico Ghost Run Enduro? Of course you have. Most of you rode it. There were 2200 entries or thereabouts, and 1502 finishers! Unless my mental computer is badly misadjusted, that's more finishers in that one event than District 37 had total in all their enduros last year.

Apparently the key words are "easy" and "fun". One of these days the Sierra Club will sponsor an "easy, fun" enduro and get rid of all the motorcycles in Southern California at one time. The third check will be at the bottom of a 500-foot mine shaft.

It would serve us right, if for no other reason than the unspeakable violence with which we have assaulted the English language. An "easy, fun" test of endurance. How about sky diving as an uplifting experience? Or Today's Army Wants To Join You. When we stop thinking about what words mean, we stop thinking.

At any rate, it appears that everyone loves an easy, fun enduro so here's another one. This one, however, is different in one important respect. The money that's made from it will go to serve a very important purpose. Last November a fellow by the name of Larry McClellan was badly hurt while practicing for the Barstow-to-Vegas race. Larry, a member of the Stumpjumper and the Sidehack Ass'n. was riding his sidehack at Escape Country. The hack flipped and landed on Larry's head, smashing his helmet and his skull. Larry's tough. He spent nine weeks in the intensive care unit of the Mission Viejo Hospital but he survived. Whether or not his survival means anything or not depends on you.

Many of Larry's critical facilities were damaged by the accident. Much of his memory, much of his skill is gone. He is still in the hospital. He needs thousands of dollar worth of medical care and physical therapy before he can resume his normal life. There isn't any money right now. We, (which means me, the Stumpjumper, the Sidehack Ass'n., Larry's wife Elaine and his two kids) are all hoping that enough of you will sign up for this enduro to pay for the help Larry needs.

First prize in this enduro isn't going to be another brass trophy. Most of you have more than enough of them already (ha!). First prize is a brand spanking new Yamaha DT-2. Now you've got to admit, that's worth riding for, right? For other prizes there is right now over \$1,000 worth of merchandise and the list is still growing. Helmets, leathers, tools, accessories, you name it and somebody donated it or something like it. Maybe some of you other business types could donate something, too. There's nothing like a bit of charity, especially if it's nice, positive, tax-deductible advertising, right? It would be nice if there was a prize for everybody who rode.

Now you're probably figuring that a nice new Yamaha is a great first prize but what chance have I got to win it? Well we figure that everybody has a pretty good chance because that's the way it's rigged. If it was run like a normal enduro, we could figure on Bob Steffan or Dave Ekins or Dave Evans winning, and that wouldn't be any fun at all so this is going to be a little bit different. One of them might still win it, but they're going to have to work a little bit harder and have a bit of luck besides.

At this point let me reassure you a little bit. This really is a nice, easy, fun run. I'm not going to call it an enduro, 'cause it isn't. It requires about the same level of skill as the Calico run, which is to say you have to be absolutely positive about which handle is the brake and which is the clutch. If there's even the tiniest doubt in your mind, don't ride this one. Send in an entry cause we need the money but develop a virus or something on race day. The run is 70 miles long (two 35-mile loops) and there's not much dirt road. It's cross-country trails so you'll have a good ride and maybe be a might tired at the end, but if you can ride 70 miles of trail at all you can finish.

Every once in a while I get the feeling that people think I write sort of tongue-in-cheek. This comes across most strongly when somebody in a District 37 meeting turn beet red and hollers at the top of his lungs "Schneiders, you're

full of pucky!" or some equally offensive and improbably substance. So I would like to reassure everybody that I am definitely not writing in what I like to refer to as my "whimsical" mode. The Stumpjumper laid out the course for this run and I rode it. The first loop is very easy. The second loop is moderately easy. There is nothing dangerous on either loop. And to make doubly sure that no one has a bad experience, you'll ride the very easy loop first. If you have trouble with that one, just quit and drink beer the rest of the day and you'll still enjoy yourself. We have arranged it so that the better riders will have a challenge because we want everybody to ride and I'll tell you all about that next week. Right now I want to do some promoting.

The Stumpjumper are not an enduro club and to say they're a bit short of enduro talent would be understating the case considerably. So I would take it as a personal favor if some Class A enduro rider with a very accurate speedometer would volunteer to check the mileages for them. This would naturally disqualify you as an entrant, but on the other hand it would save you the embarrassment of thinking up excuses for not winning that Yamaha.

Next, it would be very nice if someone donated some finishing pins. Lots of riders can't make themselves believe that they rode a race unless they have a finishing pin to prove it. They won't ride unless finishing pins are offered. Buying the pins is out of the question because all the money raised is going into the fund for Larry. But if somebody could donate them, lots of love would be generated, especially from those for whom you have provided some tangible proof of their existence and whereabouts on that particular day. I don't think anyone would even object if you wanted to engrave the back of each pin with "Donated by Webfoot" or "Flounder" or something. But better figure on a lot of them if you offer.

Next we would like some endorsements by nice big-name racing stars to use in advertising the event so I hereby make an offer. There are going to be three classes in the run, A B & C, corresponding roughly to expert, amateur, and novice. The rules are arranged so that the experts have to ride a lot faster than the novices in order to win the grand prize. But I'm instituting a new class for Super Experts and I'm going to award one small but elegant trophy in this class. This is a class for super experts. It's the ego class, for those who are really good or think they are. The rules in this class will be tough and you don't have to worry about nit-picking things like watches and speedometers. To make sure the Super Experts don't use any family types for traction, we'll start them off first. (That's inducement number 1; no

dust.)

The trophy I will award will be engraved "Super Expert----" and underneath will be a famous personalized Schneiders cynical remark. For instance, if somebody named Rich wins it, it might be engraved "Ron says a 400 Suzuki is the ultimate enduro bike." If a guy named Gene won it, "Ron says, If you don't like Huskies, the next time you have a race call a Badger." Or if a guy named Jeff won it, "So's your old man!" If it went to a guy named Ron S. (not me!) "It couldn't have gone to a nicer fellow!" Get the idea?

All Super Experts must send their entries in right away, so the club can use them for advertising.

Amongst all this B.S. don't forget the real reason for all this. Larry McClellan and his family need some help. We're in a dangerous sport. Any of us could need the same help some day. Send your entry in, even if you know you can't ride that day.

Next week we'll tell you all about the enduro and give you some hints about how to win. Send any standard entry form to Stumpjumper's Enduro, 1133 Sierra Ave., Santa Ana, CA 92707. Info, call (714) 557-0754.

Don't forget to include your \$5 entry fee and your class. If you want to be in the Super Expert class, just write a suitably egotistical remark, like "I want Schneiders' trophy!" or "Tell Schneiders to just mail his trophy to Hawaii." or something of the sort. We'll take it from there.

The date of the run is April 2.

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The Home Workshop

By Rod Breaker

CHECKING FOR BAD CRANK SEALS ON TWO-STROKE

One of the most common problems with two-stroke engines is failure of the crankseals. I don't mean to say that this is a dread disease that will strike the minute you invest your hard-earned cash in a two-cycle. What I mean is that while the two-cycle engine is relatively trouble-free (less moving parts, less trouble), an engine hasn't been manufactured yet that doesn't have a problem of some sort.

The principle behind the two-cycle engine is that the crankcase must have a positive seal so that it will hold a vacuum when the piston goes up (to draw in the fresh air-gas charge) and also hold pressure when the piston comes down (to force this mixture up through the transfer ports to be compressed and fired).

As the flywheel shafts have to protrude out of the crankcases to transmit the power (usually on one side for drive and on the other for ignition) the sealing around the shafts has been accomplished by installing double-lip seals on each side of the engine. As the shafts turn, the seals wear.

When these seals get bad, they can give you any number of symptoms, such as loss of power, lumpy carburetion, poor cold-starting and sometimes the engine will keep up the RPM's although the throttle has been shut off.

Of course, some of these problems can be caused by other means as well, such as a manifold or base gasket air leak. Also, a clogged muffler that hasn't been decoked will make the engine run poorly and hard to start. Many of the symptoms of bad seals are similar to other problems so you must find a positive system. If you just go ahead and replace the seals, it is exasperating to find you still have the problem.

The seal that seems to give the most trouble is the one on the magneto side because it is exposed to the elements. While the other seal is pretty well protected, one side by the oil in the fuel mixture and on the other by the oil in the clutch.

The rider does have one thing in his favor on the clutch-side seal, if it goes bad, it will usually show up in the form of heavy smoke from the exhaust as transmission oil is sucked into the crank and mixed with the regular fuel mixture. By noting the heavy smoke for no apparent reason and also finding a loss of clutch oil, he can usually figure out that the clutch side (or drive side) seal has deteriorated and needs replacement.

As the motorcycle industry has progressed, sophisticated methods of trouble-shooting have come about. One of the most important is the pressure test to determine the condition of the seals on a two-stroke. This is a simple matter and it is fairly quick. First, seal off the exhaust port and the intake port. Then pressurize the lower end with low pressure and gauge it to detect a drop in pressure. This system works well, but the equipment is a little expensive for the average rider who just uses it occasionally.

There is a way to check the seals that require no investment and only a little time. If you suspect the dyno-side seal, strip off the mag and the stator so you can see the seal. Next remove the head and cylinder (which is relatively simple on a two-stroke) and fill the crankcase with a gas-oil mixture. See if it leaks out around the seal. If, after a reasonable amount of time, no leak is observed, drain out the mixture (a siphon will do it), reassemble the motor, and look elsewhere for your problem. If it leaks, simply replace it and you will probably have found your problem. If it does not leak around the dyno seal but the level of fuel goes down, it is probably leaking on the clutch side.

MANIFOLD AIR LEAKS

A lot of good home mechanics have trouble with carburetion due to air leaks at the junction of the carburetor and intake manifold or the manifold and the engine. An air leak here can deal you fits when you are trying to tune a machine. It is almost impossible to get an even tick-over from the engine. Even when the throttle is backed off, the engine still wants to keep the rev's up before they slowly drop.

While a bad automatic-advance unit can produce some of the same symptoms, if an air leak is at all suspected, it should be checked out. An air leak that just is bothersome at idle can be disastrous at higher speeds where a piston seizure or a holed piston could result.

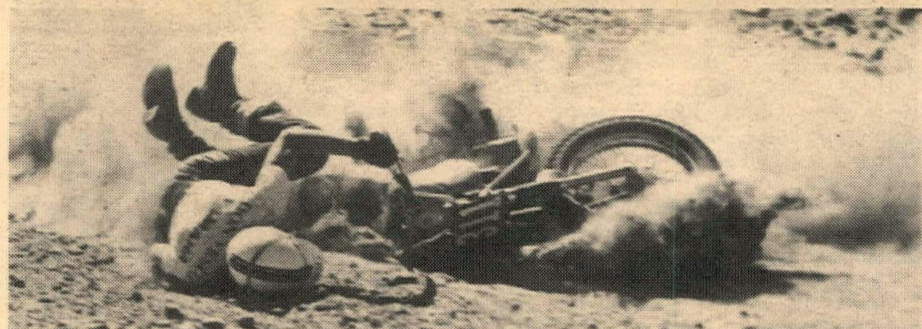
The system that I use for checking for air leaks may be frowned upon by Smokey the Bear, but if a little caution is used, you shouldn't have any trouble. I use one of the small squirt bottles such as the girls used to put on their setting lotion when they give themselves a permanent, or any small bottle with a squirt-type lid on it. I fill this container with a two-cycle gas-oil mix so I can use it on four- and two-strokes alike. The next step is to get the engine to idle at a set speed. The slower the tick-over, the better, but even if you can't bring the idle down, you will be able to spot the trouble area.

After the engine has settled down to a steady idle, squirt a small amount of this mixture around the joint of the carburetor and the intake manifold, so it runs around the entire joint. Remember, if you really douse it, you are asking for a fire.

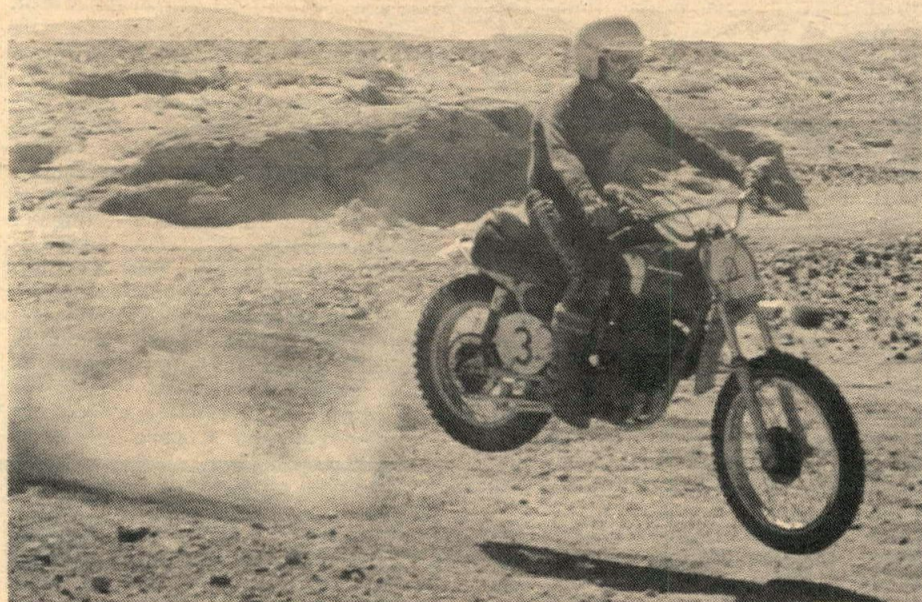
If there is an air leak, the engine will normally stumble and die. At the least, it will change the idle and it will be apparent to even the untrained ear. When the idle has settled down again, do the same thing to the joint between the intake manifold and the engine just in case they both have leaks.

If there is any doubt in your mind, check them again. If you have a bolt-on type carb, chances are that the mounting flange has been warped from overtightening the bolts. It will have to be surfaced with a piece of fine sandpaper on a section of plate glass or other flat surface. Also, check any fiber insulating blocks for possible cracks that could be causing air leaks.

El Cajon Succeeds with Second Hare Srambles



There was a hole filled with powdery dust that eliminated some riders and dang near eliminated the winner, Open Expert Randy Hodges (2).



By Bob Grant

OCOTILLO, CAL., Feb. 27, 1972 — Usually once a year a club will throw a desert team scrambles. Last year the El Cajon M.C. held a successful one and decided to do it again this year. Riders like these races for several reasons. One of which is that maybe you can team up with that guy that has been beating you all year or pressing you hard. They also provide a lot of pit action with the trading off of riders and all.

This race started at 10 a.m. with approximately 100 "first team" members taking off from a Le Mans start. At the smoke bomb it was Scott King (Suz) and Ken Renick (Yam) running very close. The course was set up in a 13 mile oval with four checks. It was to be run for 2½ hours.

First rider through the pits on the first lap was King with Renick still

holding second. After two laps the riders switched with Bud Willis (CZ) taking over for King and Randy Hodges (Hus) taking over for Renick. After about an hour the team of Renick and Hodges had taken over the lead and eventually came in for the win and first Open Expert team. King and Willis hung on for second. At the end of 2½ hours of racing it was pretty hard to tell who was where overall, however the team of Chuck Vesco (Yam) and Bruce Shepard (Yam) were the first 250 Experts and right in there in overall position.

The course was extremely dusty and a lot of riders took some nasty spills. But generally the race was handled well with the members of the El Cajon M.C. deserving credit for this unusual and successful event.

(Results on page 36)

M.O.R.E.

(Cont'd. from page 5)

meaning a country which butts up to the county of residence.

There are many locations within a County where a person may register. Almost every fire station participates in the voter registration program. You can determine the nearest place of registration by calling either the County Clerk's Office or the County Registrar of Voters, if your county has one. The telephone numbers can be found under the County listings in the white pages of your Telephone Directory. Be sure to look under the name of your county: "Los Angeles, County of".

DEPUTY REGISTRARS

Any citizen may become a Deputy Registrar of Voters. It is a simple job which requires no financial expense and requires only simple training in how to fill out the registration forms. Some counties even pay a fee for each voter registered. In California, Kern County pays 30¢, Los Angeles and Sacramento Counties pay 25¢, but the average is about 10¢ per voter registered.

We hope to encourage the motorcycle dealers to have one of their employees become a Deputy Registrar so that he might register customers who are not yet registered voters. Motorcycle clubs should encourage one of their members to do the same and ensure that all club members are registered voters.

And, how about this for a possibility: have a Deputy Registrar available at all motorcycle races and events. With the fees paid by the county, a club could certainly pick up a few bucks for its treasury.

ABSENTEE VOTERS

There are two types of absentee voter: those who will be temporarily away from their residence on Election Day and those who are more or less

permanently away from their residence, such as military personnel. In either case, the law provides you with the opportunity to cast your ballot.

Military personnel need only write to the County Clerk of the county in which they 'legally' reside and all registration material and ballots will be sent to them free of charge.

If a non-military person is not registered, and is temporarily away from his legal residence, he may register by writing to the County Clerk of the county in which he legally resides and request the necessary registration forms.

If a non-military person is already registered, but will be away from home on either of the Election Days, he can obtain an Absentee Ballot by contacting the County Clerk of the county in which he legally resides.

MOTOR-VOTER CAMPAIGN

Well, there you have the framework for our Motor-Voter Campaign. We hope to locate the funding necessary to provide every motorcyclist in California who is registered to vote with a bumper-sticker which proclaims "MOTOR-VOTER" and contains a replica of a motorcycle.

We feel that our elected representatives might have second thoughts about bad motorcycle legislation if they knew how many registered voters there are in the motorcycling ranks. What better way to let them know than to adorn our bumpers with "MOTOR-VOTER" stickers.

Does anyone know a philanthropist who is also a motorcycle enthusiast?

Address all comments and/or inquiries to Russ Sanford, c/o M.O.R.E., P.O. Box 26062, Sacramento, CA 95826 or telephone (916) 363-0265.

Corbett Continues to be Thorn in Sanders' Side

By Art Loya

SOUTH GATE, CAL., March 2, 1972 — The fans came to Trojan Speedway tonight wondering whether Dan Corbett could repeat stopping the winning ways of Bob Sanders in the TT and flat track racing program. The answer was affirmative and unanimous.

Corbett not only had to go all-out to beat Dale Hopkins (Bul) for the lead, but had to perform at his very best to take the checkered flag in the 250 TT Main ahead of Sanders (Kaw), who worked his way from fourth on the third lap to take second on the final lap over Hopkins.

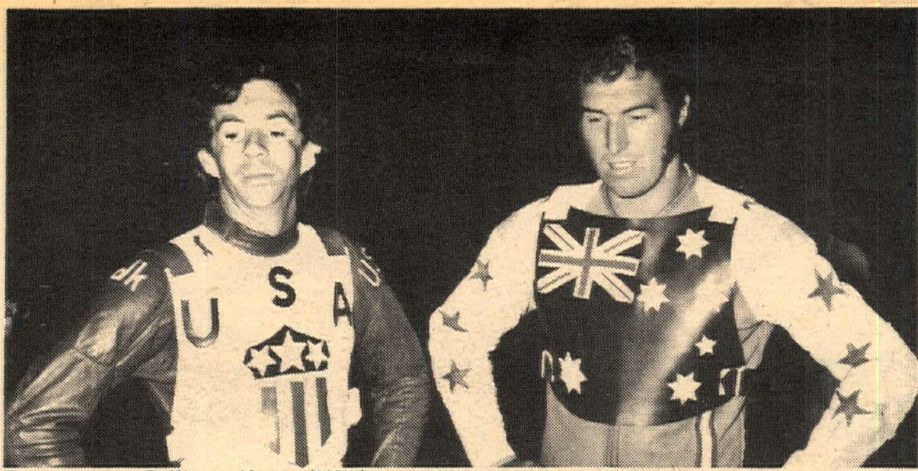
In winning on his T & R Industries Bultaco, Corbett was all a pro rider could be, but somehow Sanders still kept some of that winning determination in reserve to top Corbett's winning effort by dueling with Hopkins for five thrilling laps trying everything in the books to get by the El Monte rider, and finally with one of the

season's best efforts for any rider, Sanders slipped under Hopkins coming out of the second corner in the 250 F.T. Main to lead the final three laps.

Somewhat, it always seems to come down to Sanders and Corbett, and tonight was no different. Well, almost. Top riding performances by Hopkins, Vern Maxwell, and Joe Brown highlighted the evenings' action much to the delight of the fans that were literally standing up so as not to miss any of the close-riding thrills.

Making his first start of the season, Hopkins displayed much of his winning form that has carried him to numerous championships, but clearly showed a lack of control in handling the fifth-mile oval when he was forced to relinquish the lead to both Corbett and Sanders. Still, he made his point by giving the fans notice of his intention to take his share of Main Event action real soon.

(Results on page 36)



Rival captains DeWayne Keeter (USA) and Bill Landels (Australia) watch as the coin is tossed for starting positions.

SCENE

australian speedway

By Peter White

American speedway team wound up its series in Australia with a close and exciting challenge match against the Liverpool Lions in Sydney on Saturday, February 26.

The Liverpool team won 38-34 but the American visitors kept the crowd on its toes with another dashing display of full-throttle riding.

Once again the inspiration was provided by Bill Cody, who has really settled into the Australian style of racing and who has already been offered a return contract to race in Sydney next summer on a season basis.

Cody rode five times for a total of 14 points in this match, only one off a maximum. He dropped his only point to local ace, Jim Ryman, in a thrilling heat 9. Cody extended Ryman all the way.

One of his most impressive wins was in the 11th heat when he came out of the gate behind experienced Australian internationals Greg Kentwell and Cec Platt but hustled his way to the front by the time the pack emerged from the first turn.

Cody capped the night with yet another great win in the top point scorers' race. He faced Ryman, Sonny Nutter and Steve Bast, who has

qualified after a special run-off with Platt and rival captain, Bill Landels.

The Americans were again 100 percent triers and the crowd really took them to heart. Steve Bast had one of his best nights to date with seven points, including two wins. Nutter was also in fine form for eight points.

Skipper DeWayne Keeter seemed a little out of touch with only four points but DeWayne is a real enigma and can bob up at the least expected moment.

Unfortunately Mike Konle, the hero of the team's draw with the Sydney Showground the previous week, struck bike bother and missed his last race completely. Mike Bast had a poor night score-wise but put quite a deal of effort into his riding.

By the end of this meeting the Californians were proving willing learners and were fast adapting themselves to the strange conditions in Australia. There is no doubt all they need is more experience on different types of tracks to bring them right to the fore in international competition.

Following the meeting their bikes were freighted straight through to New Zealand where they are scheduled to race next week.



Mike Konle leads world speedway champion Ole Olsen, Helmut Schippl (outside) and USA's Sonny Nutter in the USA vs. Liverpool match in Sydney recently.

The team's first appearance will be at the Western Springs speedway in Auckland. Keeter and team manager Chuck Jones have raced there previously so they should be able to pass on sound advice to the other team members.

Jones, well pleased with things after the Australian tour, is hoping for success in New Zealand, where the opposition should be slightly less formidable than in Australia.

The importation of the American team to Australia was a gamble that paid off handsomely in all ways. Wherever the team raced, box office was good and the riders themselves gained that most valuable commodity that money can never buy but which will undoubtedly assist their climb to the top — experience.

Should the team return here next season there is every chance they will be a far tougher proposition now they have acclimatized themselves to racing here. **JIM AIREY WINS AUSTRALIAN CHAMPIONSHIP**

Jim Airey confirmed his rating as Australia's top speedway rider when he won his fourth National Australian Championship in Adelaide recently.

Airey faced a class field of the country's best resident summer season riders, including world Champion, Ole Olsen, in his attempt to regain the crown from local South Australian star, John Boulger.

Riding his home track, Boulger was considered a favorite for the event in line with Airey and Olsen. These three big guns were expected to take the top three placings and that was exactly how it turned out.

Olsen was placed second and Boulger third.

Airey and Olsen emerged from the 20 heat series tied on 14 points each and had to run-off for the laurels.

Olsen rocketed from the gate in true World Championship fashion but suffered a dramatic engine failure on the second lap which allowed Airey to slip through and go on and win.

During the meeting Airey dropped only one point — to Olsen in the opening heat — while Olsen also dropped only one point — to John Boulger. The Great Dane's bike reared at the start and Boulger spurred away.

Although Boulger had the consolation of being the only rider to defeat Olsen, he lost all chance of retaining his title when he finished second in his first two races — to Airey and Queensland surprise, Steve Reinke.

Reinke and Boulger finished equal third with 13 points and had to run-off to decide the minor placing. Boulger won easily.

Sixteen riders from all over Australia qualified for the meeting — the biggest individual occasion on the season's calendar.

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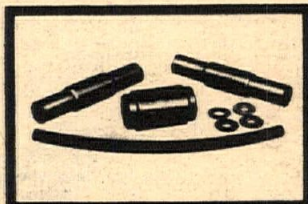
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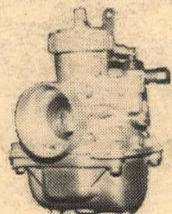
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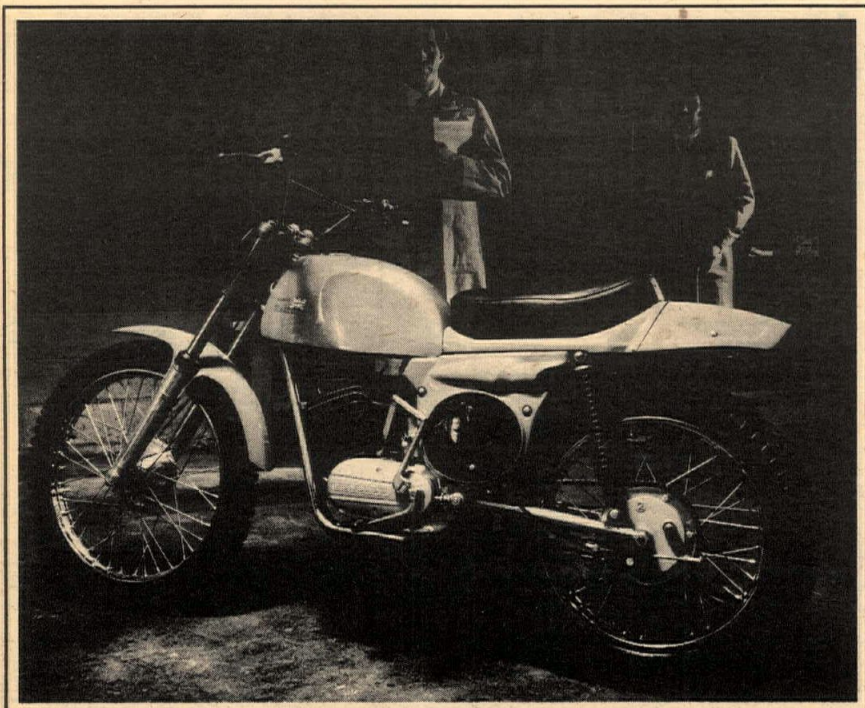
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perfected their Rickman-Metisse 125 Motocross—a bike so hand crafted, there will only be a limited quantity of them for sale this year. That's because the Rickmans don't compete with big manufacturers—except when they wipe them out on the course.

The Rickman frame has no competition. It's constructed of a special lightweight alloy-steel; the kind they make jet planes with. Every joint of the frame is profiled to fit, bronze-welded for a virtually indestructible bond, into a race-tested, double-loop cradle frame. The swing arm has been specially designed to add to stability. Each frame is then nickel-plated for finest

appearance.

The Rickmans watch over their frames, constantly refining their refinements. They know if the frame is right, making the bike right will be a lot easier.

Choosing the Zundapp 2-stroke 125 engine is another way of making the perfect bike. This international celebrity is famous for hammering out steady power. For its compact size and light weight, the Zundapp puts out an incredible torque. On the power band, you'll swear someone slipped you a 250. Take her blasting up a steep slope—and you're flying.

Because the Rickman frame is so incredibly light, and the Zundapp engine so compactly powerful, your power/weight ratio is higher—you move lighter and faster than the competition.

Motocrossing on a Rickman-Metisse 125 is being in control of your machine, whether you're on-the-pipe, or skinning over mud slides. Conical aluminum alloy hubs keep braking light and smooth, while also reducing unsprung weight.

Put all these features together, and you've got a motocross bike that gives racing or just riding a new dimension. The supply is limited, but Derek and Don are making certain that spare parts and servicing are no problems. They have chosen The Birmingham Small Arms Company, Inc. as their exclusive distributor in the U.S.A., so there will be a nationwide dealer chain handling Rickman-Metisse in the U.S.A.

The Rickman Brothers aren't making the most bikes. Just the best ones.



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By R. Miller

Photos by Jim & Robbin

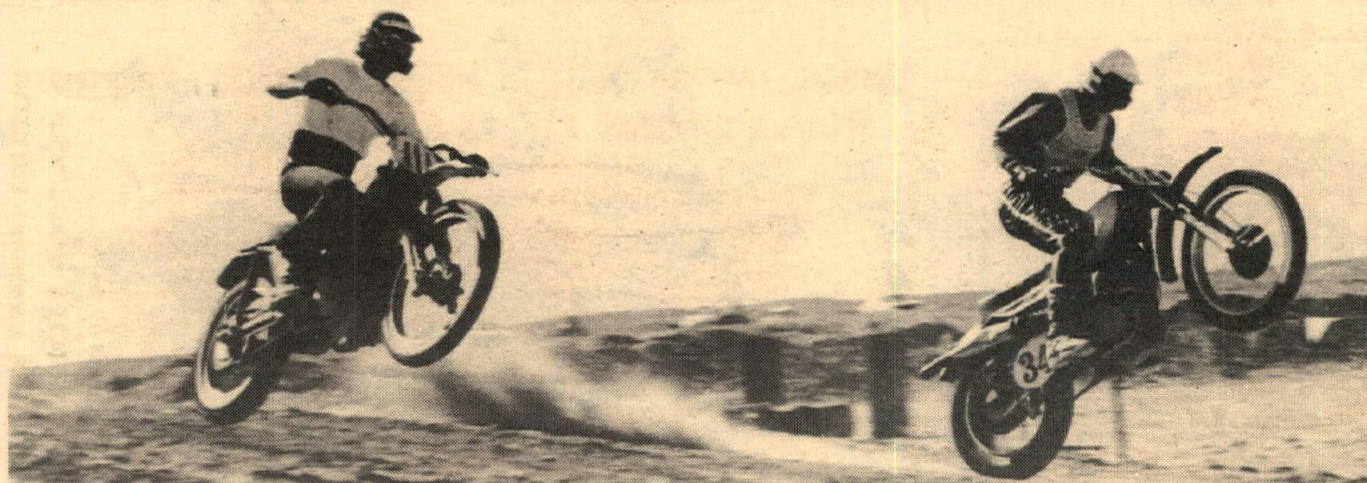
LAS VEGAS, NEV., March 5, 1972 — It was a typically beautiful Las Vegas day. Warm sunshine and no wind enabled spectators and racers to feel comfortable with a minimum of attire. Redheads, blondes, and brunettes looking "Las Vegas good" were scattered about the bleachers.

LAS VEGAS GOOD

First motocross race of the day had 11-year-old Mike Walling (Yam) riding in his first race, showing class by

finishing third Mini-bike, behind two superfast kids.

Lake Havasu City sent some good



riders up to race in the 100 and 125 Novice classes, but Las Vegas favorites Kevin Davis (100 Yam) and Daryl Mason (125 Yam) have got this track wired.

Excitement and laughs were the order of the day in the 250 Novice races. Jim Keeton (Hus) won overall, but Craig Carpenter, down from St. George, Utah, pushed him hard to earn second. About halfway through in one of the heats, three or four of the leaders all fell down. It looked like a Keystone Kops scene as each tried to get up away first. Some of the crowd swore up and down that two of the riders finished the heat on different bikes than they had started the race with. That would make the scoring a little hard, I would think.

The 250 Expert race was hard fought with John Malone (AJS) and Dick Barber (Yam). John picked up the gold, but Dick, from New Mexico, was really getting it together.

Tim Allen (Mai) came from behind in two of his three heats to win the 500 Expert class. For an old man he doesn't go half bad. Joking aside, Tim told me that his go-fast secret is running miles everyday, of course knowing a little about riding helps too.

(Results on page 36)

Boys Chase Girl at Beardsley TT; Debbie Puts It To 'Em

By Ned Said

PHOENIX, ARIZ., Feb. 27, 1972 — A pretty girl by the name of Debbie Selby, wearing Gary Well's old leathers (blue with white stars and red trim), rode like the famous kid and left all the boys chasing her in the 100cc Novice Main Event, and winning by a large margin. Ah, fast women...

A bunch of the boys got together for

CMC Opens with Salt Lake City MX

By Bob Swenson

SALT LAKE CITY, UTAH, Feb. 27, 1972 — Fuller Raceway Park was the scene of The Ice Breaker, Utah's first CMC motocross, under the promotion of the Blumenthal brothers, Don and Bill.

Even though patches of snow were in evidence on the infield, the track was in perfect condition; longer, wider and very much improved over last year.

Bob Brown and Don Fuller, Open and 250 Pros, led a contingency of 70 riders which in turn put on a great show for the 533 paying customers who braved the cold and wind.

Yamaha mounted Todd Harrison won the 100 Junior while being hotly pursued by a whole posse of Hodakas.

125 Junior and Expert were won by Henry Smith (Pen) and Charles Reid (Suz). Jerry Davis captured the 250 Pro on his new Yamaha.

Steve Burgess, one of last year's 250 hot shoes, has stepped down to the 200 class and showed everyone he was the one to beat as he easily won the Pro Division on a Yamaha.

Rich Bungay (Mai), over from

a buddy race on 125's with riders switching after three laps. Some of them forgot they had riders on the back and really poured it on. Alan Watson with Bob Dias on the back poured it on and over the jump the buddy foot pegs flew in all directions. They kept stretching the lead with 1½ laps to go out of six when the bottom end let go, letting Larry Barrington and Mark Mitschelle grab the win.

California on a skiing holiday, really zapped the local boys in the 250 Junior as he won all three motos for a grand slam. He showed what 52 weeks a year of riding can do for a racer.

Don Fuller (Yam) and G.C. Mikkelsen (CZ) put on the best show of the afternoon in the 250 Pro class as they dueling race after race just inches apart. However, Fuller just managed to edge out G.C. for the win.

In the Open class there weren't enough riders to make the Expert and Pro classes, so they ran with the Juniors. Bob Brown (Mai) once again proved he was king of the hill by riding flawlessly to capture the Pro title. Open Expert went to Clarence Pollard (Hus). John Whaley (Hus) and Rich Bungay (Mai) finished first and second in the Junior Open and also beat most of the Expert and Pro riders.

Everyone enjoyed Utah's first CMC promotion and with the schedule of events coming up for this season it looks like there will be plenty of action in them thar hills.

(Results on page 36)

The 125 Novice race had three riders tied to a string with Tom Young doing the pulling and Eric Mathers and Glen Palmer hanging on. This mad dash continued with but a fraction of a lap to go when Tom Young and Eric Mathers got tied up in the right hand hairpin and Glen Palmer suddenly went from third place to first for the big win.

The 650 Open Expert class usually finds Rick Kraft, Ron Sellers and Ken Kellebrew out in front in a race of their own. Current point leader Kraft on a Norton took the lead and held it until his brakes failed. He ran off the track.

Now it was Jon Sellers leading with Ken Killebrew in hot pursuit. Coming over the jump Ken's downshift found only neutral and he slid off the track in a giant cloud of dust while Dave Stettler went by for a second. Ken still came back for a third.

Last week Tom Burham in the 250 Expert class had problems. Not this week; he put everything together in both the heat and Main to win by a nice margin which is difficult to do with all those go fast boys in this class.

(Results on page 36)

Dirty Numbers Hamper Wheelsports

By Lyle Fergus

LAWRENCE, KAN., Feb. 27, 1972 — The second Wheelsport motocross at Baldwin Park turned out to be one of the biggest in the midwest with 308 riders and over 1800 spectators. Races were run quickly and efficiently. Over 50 trophies and prizes were given out, but the B Division riders will have to wait for their's due to the large turnout.

One of the few problems encountered was with number plates. Many riders either had illegible or dirty

number plates or none at all. If they can't read you, they can't score you.

Another new innovation at the motocross was the exhibition area by the tower. This area is roped off and set aside to exhibit bikes or new products. Dealers (or anybody) can use this area by buying a small amount of PA time. The first dealer to do so was Blevins Honda demonstrating a tube sealer.

So don't forget March 26 the next motocross at Baldwin Motocross Park.

(Results on page 36)

Hanna the Man at Rio Bravo

By Janet West

HOUSTON, TEX., Feb. 27, 1972 — Rio Bravo is Texas' newest and best motocross park. Although it is not quite one mile long, Rio Bravo has a very good straight, about an equal number of right and left-hand turns, several nice jumps, and two sandy creek crossings. It is a good track for spectating and has excellent facilities.

The whole day was one big ball of excitement. In the 125 Expert, even Steve Hackney (Pen) found himself with some competition in the first heat. Stevie shot off the line like a flash, and there was Craig Glover (Mon) right behind him, grinning from ear to ear. Several times it looked as though Glover would do the trick, but Hackney was playing hard-to-get, and finally wore Glover out, easing on in to a first place finish.

The second heat was almost a carbon copy, with Steve off the line and gone. About the only change was Glover's starting position — he was made to start backwards, since he had gotten a bit over-anxious and had jumped the line. Even though he got such a rank start, he moved up to third place; Craig was fairly haulin', but his Montesa wasn't, and he retired for the rest of the day, leaving a very clear field for Stevie-Boy.

Jerry Frederick was second overall; Jerry has been doing nicely lately, really getting after and trying. He still is not fast enough to catch Hackney, but he gives everyone else a good run.

The 250 Expert class was nothing short of beautiful. Freddy Hanna was The Man. Somehow this kid manages to be so smooth he looks like slow motion — but he's definitely anything but slow! Fred took to the track like a duck takes to water, and proceeded to blow everyone else in the weeds. Except for

Robert Tuggle, that is. Both boys were on new Huskies and moving! Tuggle was running a good second to Hanna, when on the last lap, about ten feet from the finish line, he sheared a woodruff key. Tuggle jumped off the bike and began to push it up the hill and over the finish. In the process, only one bike passed Tuggle.

Tuggle's run of bad luck didn't last though, and in the second heat, he was off the line first and maintained his front position for three laps. In second was, of course, Hanna, plugging right away. Perseverance won out, and Hanna got around Tuggle.

In more ways than one the Open Expert class was the toast of the day. Brian Fox, who is famous for his crash-and-burn scenes got it all together Sunday and stormed his way to first. In the first heat it was Bob Graham (CZ), Robie Holbert (Hus), and Brian Fox; then Holbert's bike took ill, leaving him behind Fox, and finally putting him out of the race completely. Fox decided this was the day. He finished in second the first heat, but the next heat was to be a different story. While in first place, Graham got hot and crashed, putting him behind. This left Fox way out in front. It was really great to see Brian win — he works so hard at it!

Mr. Fernando Segura, well-known figure in the European auto racing circuit and winner of the Mexican Grand Prix, was on hand and offered a bottle of champagne to the winner of the Open class. This really added to the whole day — a celebrity!

A huge thanks goes out from all the riders and spectators to Jake King, who made it all possible by his enthusiasm and love for motocross. The sport most certainly needs more men like Mr. King.

(Results on page 36)

Crashem, Bashem at OCA Premier

By Larry Knop

OGDEN, UTAH, Feb. 20, 1972 — Rumor said bring your water wings to the Ogden Cycle Association's season opening motocross, but by race day there was no more mud to be flung on a good race. A spell of mid-May weather in February cleared up the problems and led to the OCA's biggest race ever. Super traction on a new longer and faster course was the order of the day, and all the 171 riders in attendance were appreciative.

To compound the possible problems, this was also the first motocross to be run under the new District 26, Novice-Amateur-Expert three class set-up, but OCA took everything in stride and the races were run with dispatch and a minimum of hassles. It was a long day though.

The three class set-up did seem to work well, however. There was sure a difference between the classes. The Novices were the most exuberantly inept, except for a couple of incipient Amateurs. One Novice rider went home after the race and immediately petitioned to be moved to Amateur, "to escape the crash'em, bash'em class." The Amateurs were smoother — still pretty slow, but smoother. The Experts were another story again.

Some of the Utah Experts have been getting serious, and it showed. Their rate of travel around that course bordered on the frightening, just watching. Yours truly and about 1000 other people had no desire to experience that sort of speed first-hand. Probably the fastest and smoothest of the Experts was Bob Brown, in the Open class. Dennis Packard did his best to push Brown, and did, but it was Brown's track and Brown's day. Don Fuller was the best of the 250 Experts, winning over the classiest field of riders in the event. Peter Crandall continued his domination of the 125 Experts, but he had to work harder than last year to defeat a class that was probably second only to the 250's in talent. In the 200 class there was no one to keep Kevin Croft company. Ditto for the 100 class and Del Brown, although things were closer there. The real battle in that class was between Tony Jacobs and Lamar Walker for second — and a real battle it was.

OCA got the Utah motocross scene, 1972, off to a good start. March 12 they'll do the same for the track season with a Rough Scrambles at the same time and place. Only the track will be different.

(Results on page 36)

Frank Mathews Wins a Hodaka at Muntz Tri-Am

By David Swift

MOORPARK, CAL., March 5, 1972 — This is actually two articles in one.

First: Several months ago I received a phone call from the P.R. man for Earl Muntz. It seemed as if Earl Muntz was getting into bikes.

Those born before the Big Boom probably remember Earl Muntz as the used-car dealer who made a million with an absurd ad campaign that earned him the nick-name, Mad Man Muntz.

Mad Man later opened up the first Kaiser-Fraser dealership and cleaned up there. Later, he invented the Muntz Stereo-Pak and made it possible for everyone to have taped music (or Musak) in the privacy of their very own automobile.

Muntz, always the lover of fine gadgetry and functional machinery, blew a bundle on the now-classic Muntz Jet, the car he still proudly calls "America's first sports car," and made a couple of fortunes in places that are written down in one of my long-lost notebooks (You see, I was supposed to have this story in print a long time ago but somehow fell a bit back on my work.)

Anyway, Muntz sold his most recent enterprise, the Stereo-Paks, for gawd-knows-how-much, went into retirement for a while, got bored with that, and decided to go into the motor home rental business. He always supplied a trail bike as optional equipment for the motorhomes and when people started asking to rent just the bikes, one of those little light bulbs in his head lit and he was in the bike rental business. Enter his son, Jim.

Jim Muntz has been riding bikes for a long time and knew that the time was right to get a cycle park started. Land was closing up everywhere. He talked his father into investing in a nice chunk of land. Jim opened up Muntz Cycle Park last July and has rarely left it since. He works on the thing 16 hours a day, learning as he goes along.

When the park first opened Jim took me on a tour of the terrain. Standing on the pegs of his Rickman Yamaha, he picked his way through boulder patches and sandwashes with precision while he pointed out the park's features. A motocross course would go in right here, a TT track over there, there's some neat trials terrain back around there, and some people are interested in having a hillclimb up over there. He said all this with bubbling pride.

Since that day Jim has been watching over every improvement. The place has grown steadily since its inception and



Kent Graham was the smoothest of the day.

things are looking even better in the future.

What about Earl? Oh, he's watching the project and occasionally invests money in it, although he is a bit dubious. But Jim is pretty much on his own.

Mad Man didn't get rich by not knowing what he was doing.

* * *

"I like to make it so that everyone has a chance to win." That's Jim Muntz talking. He was up on top of the building that headquarters Muntz Cycle Park, handling the PA chores for his last Tri-Am All-Junior Motocross. This time, he was giving a contingency prize to someone named Jenkins. Jenkins won the prize because he finished dead last in the second moto of the 125 class.

All-Junior races are, at best, terribly boring for me. If your kid brother is racing, you have someone to watch but for someone who goes to a race every week, it's just a parade. Around and around they go until the checkered flag comes out. Every so often, someone steps out.

There were two good battles. First one came in the second heat of the

Combined 250 Juniors Division II and Open Juniors. Jim Mercier was leading Frank Mathews but Mathews was closing in fast. They covered a couple of laps, pushing each other hard; they barreled into a couple of corners so fast only sheer determination kept them off their head. Mercier, riding a 400 Maico, finally let his tail end go over a berm and Mathews, on a smaller 250 Bultaco, won the race. They were both so far in front that Jim could gather his things together and re-enter the race without losing any more positions.

As it turned out, Mathews won his class and overall high points for the three-race series, which was worth a brand new Hodaka Super Rat, donated by Tiger Distributing of Glendale.

As for Mercier, he could do no better than second in the Open class because he DNF'd earlier with a broken throttle cable. The win went to Steve Gordon, the second of the three Open riders entered today. Steve also gathered third in the overall points standing for the three-race series, which was worth a \$50 gift certificate.

While we're on the subject of prizes — and there were plenty of them — we must mention the prize for second in the series. It was won by John Hryniewicz. The booty: a houseboat for a weekend. Hard to say what the young teenager is going to do with it.

Hryniewicz did put in a fine performance towards the boat. He had the 125 class pretty much to himself today. His only opposition came from Steve Graham, who would scamper out of the pack from time to time to give John a bad time. A bit of luck and a lot

of hard riding kept John at the fore all day.

Smoothest rider of the day was Kent Graham. He won the first division of the 250 class on his Maico (except for a single lively moto from Peter Penland) and looked bored out there. He would have a 100-yard lead before the first lap was completed. From then on, it was merely a matter of staying awake until the checkered flag came out.

100 Junior Dan Spaethe had the same problem on his Hodaka after first moto winner Mike Stephenson broke in the early stages of the second round. Bummer, Mike was on his way to winning that Hodaka.

The final moto of the Powder Puffers featured an exciting race in slow motion. Cheryl Acres took the lead, followed closely by Nancy Daggs. A lap later, Nancy takes the lead. They ride like that for a few laps until Cheryl gets the lead back. Then the race ended.

It was Jim Muntz' first attempt at pushing a full-blown event. Entries were down because (a) of the Viewfinders GP just over the hill, and (b) there seems to be more All-Junior events these days than there are Juniors.

Muntz had a lot of backing from Champion Helmets, Yamaha of Thousand Oaks, Tiger Distributing, and other outfits who realize that those lovable Juniors are the ones who buy everything.

Next motocross at Muntz is for both Juniors and Seniors March 19. Riders here seem to be enthusiastic about the whole program so it might be worthwhile to drop by.

(Results on page 36)



John Hryniewicz, top 125er at the Muntz series, won a weekend in a houseboat.



Frank Mathews, winner of a brand new Hodaka Super Rat. All it cost him was some entry fees and a lot of work.

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McDougal Wins 2 of 3

By Lowell Stolze
 EL TORO, CAL., March 10, 1972 — Bruce McDougal invaded El Toro Speedway with three different bikes at the USMRC motocross Friday night and rode to overall wins on his Penton (125 class), Yamaha (250), and grabbed a third on a Greeves in the 500 Intermediate/Expert events.

The 125 Expert class was no contest as McDougal won all three motos handily, the first and third over Bruce Baron (Pen) and the second over John Volkman (Bul). Baron was runner-up overall and Volkman third. After an apparent line violation in the second heat, Baron was forced to turn his bike around for the start and as a result finished far back.

Bruce had problems in the first 250 Intermediate/Expert moto as he and leader Dave Boydston made contact as the pair was battling for the front spot. The incident forced the Orange rider back to third where he finished behind Boydston (AJS) and Jon Derhammer (CZ). McDougal came back strongly to win the final heats over Boydston and Marv Braun (AJS). Dave had a good shot for an overall win going into the last moto, but he finished a disappointing fifth, and when asked what happened, responded, "I don't know".

Again in the 500 Intermediate-Expert races it was all Mike Cram and his Maico. Mike has romped to overall wins five weeks in a row and nobody appears to be able to run with him, although tonight Glen Lund (Hus) and surprise

entrant Dave Aldana (Kaw) gave it the old college try. Aldana was a crowd pleaser and rode hard, but he had problems with the big bike and fell in the first two motos. He managed a third in the final heat after McDougal forgot to turn on his gas and crapped out on the uphill pull. Cram won the first and third races and was leading the second when he mis-read the flags and pulled up after taking the "one lap to go" bunting. Before he realized his mistake and set after leader Lund, he was a couple hundred yards back and had to settle for second.

The 125 Intermediates ran separately tonight and Don Smith (Yam) captured the final two races to defeat Scott Miller (Pen). Miller won the first but faded to a fourth in the finale. Smith had won 125 Junior honors on three previous occasions and tonight was his first ride as an Intermediate.

Brad Roberts (Hon) swept all three heats in the 100 Junior (Division one) category, this time it was Ken on a Yamaha. He won the first heat by 100 yards, but fell on the downhill portion in the second and ran behind Clay Musolf (Yam), who returned to action after several weeks off due to an injured shoulder. Smith came back to win the third.

In the evening's final competition, John Clark (Yam) added the 500 Junior laruels to cap a big night. John won heat one, ran second to Zach Linborg in number two, and was leading the final when he killed his engine. Randy Jordan (Mai) took second overall and Lindborg was third.

(Results on page 36)

Speedway for Indio

INDIO, CAL., March 13, 1972 — The 1972 Speedway motorcycle racing season opens here at the Indio Fairgrounds on Saturday night, March 25th with a full compliment of riders scheduled to take the track in a fully sanctioned Speedway Racing Association event.

Indio's favorite rider Sonny Nutter will be the odds-favorite to repeat his victories scored on the fast, clay oval on the modern Fairgrounds track.

Also on hand will be 1971 National Champion Mike Bast, Dennis "the Mouse" Gildehaus, Rick Woods, Bill Cody, Ed Williams, Sumner McKnight, and the two Haserot brothers, Bruce and Greg.

Just back from a month-long series of racing dates in Australia and New Zealand are Nutter, Mike Bast and Bill Cody. Steve Bast, unfortunately, will forego the 1972 American racing season and will join the Exeter Team in England.

Racing on the Indio Fairgrounds track will be run every other Saturday night starting Saturday, March 25th. Events will be run April 8th and April 22nd; May 6th and 20th. Danforth feels that inclement weather sets in at Indio about mid-May and it is doubtful if racing will continue after May 20th.

OVER 1½ MILLION M/C'S IMPORTED LAST YEAR

Reflecting a tremendous increase in demand, motorcycle imports zoomed again in 1971, according to E.W. "Pete" Colman, President of the Motorcycle Industry Council.

By the year's end, Colman said, motorcycle imports had risen 41 percent over 1970 to a total of nearly 1,539,000 units. The value of 1971 imports increased even more dramatically, 61 percent, and reached a final amount of \$495 million. The calculated duty paid on motorcycle imports expanded the coffers of the U.S. Treasury by nearly \$30 million. The M.I.C. believes that the west coast dock strike during 1971 was at least partly responsible for import figures not being even higher than they were.

Colman pointed out that the number of imports dropped only in one displacement class, under 50cc, to a total of 127,000 compared with the 163,000 imported the previous year. All other classes showed moderate to substantial gains both in number and value.

Exceptional increases were noted in the 90cc to 190cc class, which soared from 241,000 units in 1970, to more than 419,000 units in 1971 for a whopping gain of almost 74 percent. The largest class of motorcycle imports was the over 290cc group which registered a 57 percent rise from 299,000 to over 469,000. Values went up roughly in proportional amounts.

RAMBLERS ELECT 1972 LEADERS

The Salinas Ramblers Motorcycle Club, active since 1933, has elected its officers for the 1972 season.

President is George Hignel; Vice President, Dale Ralph; Secretary, Wanita McBee; Treasurer Cathryn Ralph; Road Captain, Bill Seta; Assistant Road Captain, Ed Cottage and Referee, Chris Nicholls.

The Ramblers were named No. 1 cycling club in the nation in 1967, No. 2 in 1969 and is presently among the top 10 in the 1971 balloting.

MIC PRESS RELEASE

WASHINGTON, D.C. — The promotion of Raymond W. Lucia to the position of Assistant Executive Director of the Motorcycle Industry Council, Inc. was announced today by James B. Potter, Jr., Executive Director of M.I.C.

Lucia, former Director of Legislative Activities for the Council, will retain his responsibilities for Federal government liaison in addition to his increased duties as Assistant Executive Director.

The M.I.C. plans to fill the vacated legislative activities slot, but responsibilities will be directed primarily towards state legislative analysis.

IF YOU WANT TO RACE AND MONEY IS TIGHT...

CORAL SPRINGS, FLA. — Cyclists across the nation will gather Saturday, March 25, for the first Coral Springs Bicycling Grand Prix.

The big bike race will begin at 9 a.m. at the Coral Springs Golf and Tennis Club at 10800 West Sample Road.

From 9 a.m. till noon, there will be a 3½ mile race for entrants under 12 years of age, a 5½ mile race for ages 13 to 16, a 16½ mile race for ages 17 to 29, the same for ages 30 to 49, and a 5½ miler for ages 50 to 99.

SUPER JOE UP & AT 'EM

Super Joe Einhorn has announced that he will be performing at three California motocrosses for Leisuretech, Inc., for a total of six jumps in three weeks. The three weekend events include Cal-Expo in Sacramento, May 13 and 14, Los Angeles Coliseum, May 20 and 21, and Carlsbad on May 27 and 28. Super Joe is set to jump on both Saturdays and Sundays on each of the three weekends.

Plans are also underway for the young stuntman to perform in Paris, France. Super Joe announced that ramps will soon be under construction in France and that he will be performing on the weekend of April 15 and 16 in Paris as part of a big "motorcycle happening" surrounding the premiere of a road racing documentary featuring World Champion Giacomo Agostini and Jack Findlay. The producers of the film, entitled "Continental Circus", claim the documentary will be the official French entry for the 1972 Academy Awards.

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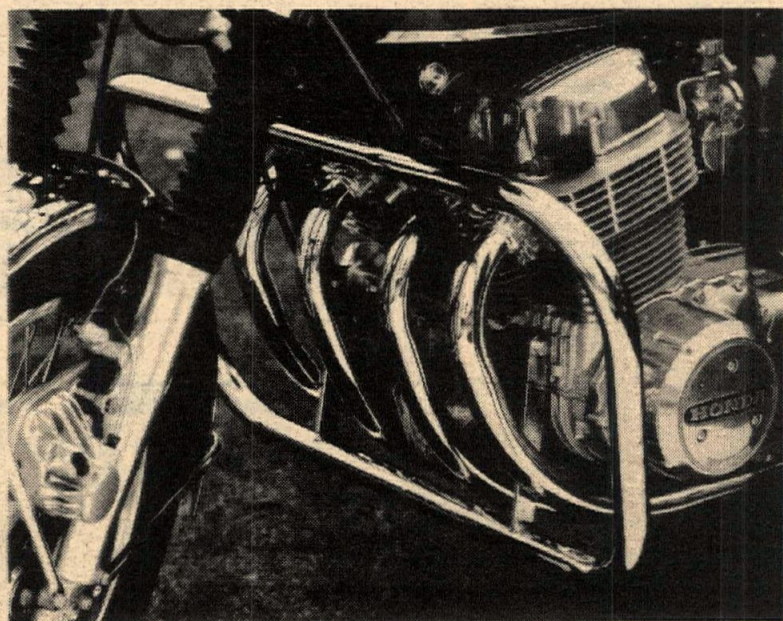
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R S U L T S

Las Vegas Motocross Club	
Las Vegas, Nev.	
March 5, 1972	
By R. Miller	
MINI ENDURO	
Ty Bothwell	Ste
Jeff Zachary	Yam
Mike Walling	Yam
100 NOV.	
Kevin Davis	Yam
Dan Smith	Yam
Chuck Christiansen	Yam
125 NOV.	
Daryl Mason	Yam
Steve Holdread	Yam
Paul Williams	Bul
100 AM/EX.	
Eric Elizondo	Yam
Randy Cannon	Ric
Fred Lybarger	Hod
125 AM/EX.	
Bill Greiner	Yam
George Antill	Bul
George Milford	Hon
175	
Joe DeJesus	Kaw
Ed Norman	Kaw
Bill Dockery	Yam
25 NOV.	
Jim Keeton	Hus
Craig Carpenter	AJS
Tom Kyle	Yam
250 AM/EX.	
John Malone	AJS
Dick Barber	Yam
Fred Kimmel	AJS
500 NOV.	
Alan Wall	Hus
Jim Keeton	Hus
Matt Herdt	Yam
500 AM/EX.	
Tim Allen	Mai
Rick Miller	CZ
Bobby Williams	Hus

Fuller Raceway Park	
Salt Lake City, Utah	
Feb. 27, 1972	
By Bob Swanson	
100 JR.	
Todd Harrison	Yam
Alan Chambers	Hod
John Page	Hod
125 JR.	
Henry Smith	Pen
Ken Moore	Yam
Tim Trupp	CZ
125 EX.	
Charles Reid	Suz
Warren Spencer	Yam
Sam Shafer	Yam
125 PRO	
Jerry Davis	Yam
Bob Plumb	Hod
200 JR.	
Joe Linza	Kaw
Stan Davis	Yam
Max Green	Kaw
200 EX.	
Ron Bouch	Suz
200 PRO	
Steve Burgess	Yam
OPEN EX.	
Clarence Pollard	Hus
OPEN PRO	
Bob Brown	Mai
Dennis Packard	Yam
250 PRO	
Don Fuller	Yam
G.C. Mikkelson	CZ
Phil McDonald	Hus
250 EX.	
Rick Lewis	Kaw
Sam DeAngelis	Hus
173	—
250 JR.	
Rich Bungay	Mai
Randy Montgomery	CZ
Don Sigler	Yam
OPEN JR.	
John Whaley	Hus
Rich Bungay	Suz
Mike Matthews	Mai

El Cajon M.C.	
Ocotillo, Calif.	
Feb. 27, 1972	
By Bob Grant	
OPEN EX.	
C. Renick/R. Hodges	Yam/Hus
S. King/B. Willis	Suz/CZ
250 EX.	
C. Vesco/B. Shepard	Yam/Yam
B. Meyers/B. Cox	Suz/Yam
125 EX.	
R. Knight/J. Padilla	DKW/CZ
R. Como/R. Roberts	Pen/Yam
POWDER PUFF	
S. McClune/C. Gooding	Yam/Pen
L. Taylor/no teammate	Pen
OPEN NOV.	
W. Clark/M. Sigman	Suz/CZ
H. Hilton/J. Heflin	Yam/Suz
250 NOV.	
B. Morrison/L. Bertussi	Suz/Suz
T. Hildebrand/M.	
Hildebrand	Hon/Kaw
125 NOV.	
H. Codiamat/R. Witte	Bul/Pen
A. Gruner/M. Wilson	Yam/Yam
100 NOV.	
D. Stansberry	Hod
K. Waters/D. Waters	Yam/Yam

Marysville, Calif. Feb. 27, 1972 By David McElyea MINIS	
Danny Chandler	Yam
Roy Seller	Hon
Craig Elstins	Yam
100 NOV.	
Robert Thompson	Hod
Terry Atkinson	Yam
Keith McConnell	Yam
125 NOV. DIV. I	
Dan McConnell	Yam
John Vance	Bul
Peter Demas	Mon
125 NOV. DIV. II	
Craig Schulz	Ric
Don Davis	Suz
John Jarvis	DKW
125 AM/EX AM.	
Bert Clark	DKW
Norman Denny	Bul
EX.	
Carl Cranke	Pen
200 NOV.	
Gary Vogel	Oss
David A Garman	Yam
250 NOV. DIV. I	
John Vance	Bul
Ed Santin	Yam
Dan DeCosta	Hus
250 NOV. DIV. II	
Rick Reed	Oss
Roger Heath	Hus
Clark Knaves	Hus
250 AM.	
Scott Pepper	CZ
Dale Stetler	CZ
Gary Ceo	CZ
250 EX.	
Carl Cranke	CZ
Allen Yarow	Oss
OPEN NOV.	
Bob Harvey	Hus
Rick Morray	AJS
Larry Lee	CZ
OPEN AM.	
Mike Hammel	CZ
Buz Presser	CZ
OPEN EX.	
Lonnie Foreman	Hus
Robert Harshbarger	Hus

Lodi, Calif.	
Feb. 27, 1972	
By Ann Carr	
100 NOV.	
Roger Horton	Kaw
Jim Harvey	Kaw
Dan Burton	Kaw
125 NOV.	
D. Nlewenhuyzen	Yam
R. Fritz	Ric
Mel Emerson	Bul
100-125 JR.	
Steve Hollingsworth	Bul
Skeeter Holland	Suz
125 EX.	
Ted Davidson	Pen
Chuck Kole	—
175 NOV.	
M. Miller	Yam
Fred You	Kaw
200 NOV.	
Steve Spencer	Bul
D. Hanson	Bul
200 JR.	
Paul Reid	Bul
M. Knouse	Bul
250 NOV.	
Greg Asbill	Yam
R. Hatler	Bul
Steve Sanders	Bul
250 JR.	
B. Hanlon	Bul
Ron Kole	Bul
Duane Smith	Bul
250 EX.	
Jeff Davidson	Oss
J. Hiebo	Yam
Jerry Kole	Bul
500 NOV.	
Greg Asbill	Suz
W. Walton	Suz
500 JR.	
Dennis Mulkey	Hon
Henry Leslie	Bul
500-650 EX.	
Alex Jorgenson	BSA
Mark Asbill	BSA
Ray Huff	BSA
650 NOV.	
D. Harlon	Tri
R. Carnahan	Tri
650 JR.	
D. Bront	BSA
Tony Arnaiz	Tri

Spillway Park	
Santa Maria, Calif.	
March 5, 1972	
By Mike Anderson	
PP	
Linda Hale	Yam
100	
Ron Beardsley	Suz
Gary Concellos	Suz
Randy Schwalenberg	Hon
125	
Allen Garrett	Yam
Bill Keese	Bul
Ruben Nunes	Yam
125 SR.	
Greg Higgins	Bul
Bob Haroth	Yam
125 INT.	
Jack Keese	Yam
Scott Hardesty	Bul
250 JR.	
Bob Schwartz	Bul
Gary Semenza	Hus
Art Peninan	Yam
250 SR.	
Gary Chaplin	Mai
Gary Smalley	Bul
Bill Woods	Bul
250 INT.	
Jeff Higgins	Bul
OPEN JR.	
Jon Dominguez	Hus
Jay Getchel	Suz
Herb Waite	Hus
OPEN SR.	
Rick Long	CZ
Vincent Clar	Suz
OPEN INT.	
David Czerwinski	Suz

Trojan Speedway	
South Gate, Calif.	
March 2, 1972	
By Art Loya	
100 TT	
Bob Sanders	Kaw
Charles Summers	Kaw
Mike Minnig	Hod
Paul Strot	Yam
Vince Mead	Kaw
125 TT	
Bob Sanders	Kaw
Vern Maxwell *	Bul
Robert Crecelius	Yam
Rick Waldron	Yam
Richard Kyzer	Suz
250 TT	
Dan Corbett	Bul
Bob Sanders	Kaw
Dale Hopkins	Bul
Rick Goade	Bul
Dennis Briggs	Bul
250 TT TROPHY DASH	
Joe Brown	Bul
Bob Sanders	Kaw
Dan Corbett	Bul
*First Jr. Winner of Jr. class	
100 F.T.	
Bob Sanders	Kaw
Rick Goade	Kaw
Charles Summers *	Kaw
Dan Corbett	Kaw
Paul Strot	Yam
125 F.T.	
Vern Maxwell *	Bul
Bob Sanders	Kaw
Robert Crecelius	Yam
Elbert Turner	Yam
Dan Corbett	Kaw
250 F.T.	
Bob Sanders	Kaw
Dale Hopkins	Bul
Dennis Briggs	Bul
Dan Corbett	Bul
John Hargrove	Bul
BUDDY RACE	
Ron Powell/Rick Waldron	Bul
Dennis Briggs/Fred	
Timberlake	Bul
*First Jr. Winner of Jr. class	

Osteen Park	
March 5, 1972	
By Don Benson	
100 JR	
P. Kaltz	Hon
F. Hollitt	Pen
B. Evans	Hod
125 JR DIV. I	
G. Huber	Bul
S. Marshall	Pen
J. Osborn	Yam
125 JR DIV. II	
P. Nyland	Pen
K. Dillon	CZ
B. Nackos	DKW
250 JR	
M. Dauber	Yam
K. Ellers	Hus
B. Brownell	Yam
500 JR	
G. Goodwin	Hus
A. Phillips	Yam
B. Cullinan	CZ
125 INT/SR	
M. Hoffman	DKW
B. Saltzman	Pen
C. Mott	Pen
250 INT/SR	
R. Staten	CZ
S. Merkel	Bul
D. Hazlett	Yam
500 SR	
M. Plunkett	Hus
M. Brown	CZ
B. Saltsman	Hus

Simi Valley M.C.	
Muntz Park	
Moorpark, Calif.	
Feb. 27, 1972	
P.P.	
Janene Pennington	Bul
Jinny Bird	Yam
Cherry Stockton	Bul
125 AM/EX.	
Gary Bevens	Yam
Jim Dauson	Yam
Craig Humber	Bon
125 NOV 1st DIV.	
Tom Grant	Yam
Leonard Liston	Ric
Mike Beanway	Bul
125 NOV. DIV. 2	
Johnny Grant	Yam
Elliot Branard	DKW
Randy Scott	
250 AM/EX.	
Tony Rogers	Mai
Jeff Little	Yam
250 NOV. DIV. 1	
Frank Mathews	Bul
Butch Brickner	Mai
Jim McAlpine	Bul
250 NOV. DIV. 2	
Danny Stone	Yam
No. 259	
Paul Napoleone	Bul
500 AM/EX.	
Joe Erwin	Mai
Steve Hurd	Hus
Steve Bebeck	Mai
500 NOV.	
Steve Ellsbree	Hus
Mike Sixberry	Yam
R.C. Dally	Mai

Perris, Calif.	
March 4, 1972	
By Elaine Jones	
MINI-BIKE A	
Joe Perrett	Kaw
Randy Bennett	Hon
David Jones	Hon
MINI-BIKE B	
Paul Lass	Suz
Jerry Renner	Tec
MINI-CYCLE A	
Ricky Clubb	Yam
Greg Beresford	Yam
Kirk Grubbs	Yam
MINI-CYCLE B	
Charles Perrett	Suz
Ron Groover	Yam
John Vigil	Hon
MINI-CYCLE C	
Greg Scroggins	Hon
Don Swindle	Yam
Portland Wright	Yam
100 NOV. I	
Marc Jones	Kaw
Steve Pergin	Kaw
Keith Paston	Kaw
100 AM/EX.	
Jeff Coleman	Kaw
Vic Hensley	Kaw
Pryor Campbell *	Suz
Steve Bales *	Kaw
125 NOV.	
Jeff Clark	Yam
Dave Reese	Yam
Dan Muirhead	Yam
125 AM/EX.	
Tim McCoole	Yam
Rex Hailey	Bul
Shawn Huffman	Yam
175-200	
Paul Lambert Jr.	Yam
Marc Jones	Kaw
Dan Chilton	Bul
250 NOV. I	
Danny Montgomery	Bul
Bill Britton	Mon
Dave Racine	Bul
250 NOV. II	
Brad Dugan	Oss
John Lowe	Bul
Dan McWhorter	Oss
250 AM/EX.	
Doug Mason	Bul
Rick Hutchins	Bul
Tad Willis	Bul
NOV. MOTO I	
Bill Trott	Mai
Eddy Hudson	Bul
Dean Mackelprang	Mai
NOV. MOTO II	
Brad Dugan	Mai
Buck Rich	Mai
Shawn Huffman	CZ
AM/EX. MOTO	
Vince Graves	Suz
Walt Foster	Yam
Steve Stricklin	Mai
* Tied	

Wheelsports M.C.	
Lawrence, Kansas	
By Lyle Fergus	
Feb. 27, 1972	
100 JR	
Ernie Walker	Pen
Mike Fleming	Hod
David McCallum	Pen
125 JR A DIV	
Thomas Dohery	Yam
Joseph Stidham	Suz
Danny Dowdy	Suz
125 JR B DIV	
Ron Ely	Pen
Alan Greer	H-D
Dennis Zeigler	Pen
300 JR A DIV	
Jimmy Barret	Mai
Thomas Vallandingham	Hus
David Schleicher	Oss
300 JR B DIV	
Jerry Baker	Suz
Curtis Nix	Yam
Rodger Ston	Suz
OPEN JR	
Patrick Sillix	BSA
John Bradley	Suz
C.B. Taylor	Hus
125 SR	
Craig Bills	Yam
Eddie Alterman	CZ
Mike Koehler	Yam
300 SR	
R.D. VanBenschoten	Bul
Ron Bedell	Oss
Brad Emery	Hus
OPEN SR	
Jerry Cobb	Hus
Rick Warren	Hus
Mel Parkhurst	Yam
EXHIBITION GRUDGE	
Mike Koehler	125 Yam
John Watson	400 Suz

Lions Drag Strip	
Wilmington, Ca.	
March 10, 1972	
By Buzz Baty	
100 JR.	
Jim Tabusa	Kaw
Don Jansen	R-M
Rich Kawana	Yam
125 JR.	
Jeff Graham	CZ
M. Ayala	CZ
Ron Hamada	Hon
125 INT.	
F. Joehnick	Puc
M. West	Suz
George Collins	Yam
125 EX	
Chuck Bowers	Pen
Scott Skelton	Suz
Dave Rodgers	Bul
25 JR	
Craig Brewster	Bul
J. Cunningham	CZ
Toby Taki	Mon
250 INT	
Mark Hovater	CZ
Bill Lankford	Yam
Mark Samuelson	Maon
250 EX	
Bill Payne	Mai
Bryar Holcomb	AJS
D. Hockie	Oss
500 JR	
J. Langston	CZ
Robert Morgan	Hus
Dan McKenna	Suz
500 INT	
Chris Alberts	Hus
Paul Mahnke	Hus
Kenall Markley	CZ
500 EX	
Bill Payne	Mai
Bob Hershey	CZ
Richard Thorwaldson	Suz

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1. Kenny Roberts	250
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3. Don Emde	180
4. John Hateley	150
5. Dave Hansen	150
6. Ray Hempstead	144
7. Gary Scott	140
8. Mike Kidd	120
9. Dave Smith	120
10. Phil Read	96
11. Mark Brelsford	80
12. Fred Guttner	72
13. Gary Landry	50
14. Jimmy Odom	48
15. Mark Williams	42
16. Dick Mann	40
17. Chuck Palmgren	40
18. Mike Ninci	36
19. Tod Sloan	30
20. Duane McDaniels	24
21. Frank Gillespie	20
22. Ronnie Rall	20
23. James Dunn	17
24. Skip Van Leeuwen	15
25. Frenchie LeBlanc	11
26. George Kerker	10
27. Al Kenyon	10
28. Bart Markel	10
29. James Allen	9
30. Paul Bostrom	8
31. Robert E. Lee	8
32. Geoff Perry	7
33. Mike Lane	7
34. Keith Mashburn	6
35. Larry Darr	5
36. Conrad Urbanowski	4
37. Don Twigg	2
38. Doug Libby	1

SCRAMBLES

T.T.M.C.	
395 Cycle Park	
Adelanto, Calif.	
March 12, 1972	
By Ed Drechsler	
100 NOV.	Kaw
D. Westley	Kaw
K. Paxton	Suz
D. Perrault	
100 AM/EX	Kaw
D. Briggs	M-P
J. Coleman	Kaw
R. Milner	
125 NOV	Yam
T. McCool	Yam
R. Conner	M-P
D. Perrault	
125 AM/EX	Yam
S. Smith	Mai
R. Sexton	Bul
T. Warren	
1275 COMBINED	Bul
L. Kosch	Yam
J. Hass	Kaw
D. Aguirre	
200 COMBINED	Bul
C. Soderstrom	Bul
S. Ludwig	Bul
F. Baldozier	
250 NOV.	Bul
T. Willis	Bul
J. Smith Jr.	Oss
D. McWhorter	
250 AM	Bul
D. Briggs	Yam
B. King	Oss
T. Avian	
250 EX	Bul
J. Sprague	Bul
D. Mason	Bul
H. Cheetwood	Bul
500 OPEN NOV	Suz
T. McCool	Suz
C. Callender	Bul
E. Hudson	
500 OPEN AM/EX	Mai
K. Redding	Tri
N. Winston	Mai
T. Jarnagan	

CMC MOTOCROSS	
Carlsbad, Calif.	
March 12, 1972	
250 INT	Mai
S. Sutter	Mon
F. Munoz	CZ
J. Rossi	
250 JR - 1	Mai
P. Santorelli	Bul
C. Williams	CZ
D. Kantor	
250 JR - 2	Yam
D. Hazlett	Bul
R. Jones	Mai
A. Ortiz	
250 JR - 3	CZ
D. Bakkedahl	Yam
B. Andrews	CZ
D. Ware	
125 INT	Pen
M. Smith	CZ
J. Beck	Pen
J. Schultz	
125 JR	Pen
R. Ruckman	Pen
D. D'Amico	Yam
D. Vaughan	Yam
125 JR - 2	
J. Keck	DKW
B. Sherrill	Bul
R. Moore	
125 JR - 3	DKW
R. Wood	DKW
L. Farguar	
A. Ortiz	
100 JR	Hod
G. Boozell	Hon
S. Ferko	Bul
R. Mileger	
500 EX.	Hus
G. Harris	Hus
M. Anderson	
B. Booth	Mai
250 EX	CZ
G. Mosier	Yam
B. Urban	
M. Tripes	
125 EX	H-D
J. Beauchamp	CZ
L. Mellgren	Bul
B. Porter	
500 INT	Hus
C. Howell	CZ
K. Markley	Hus
L. Aumock	
500 JR - 1	Mai
F. Mosier	Hus
B. Wootton	Hus
R. Badham	
500 JR - 2	Mai
G. Griffing	Hus
B. Pienta	CZ
G. Birroughs	

ALL-JR MOTOCROSS

Muntz Cycle Park	
Moorepark, Calif.	
March 5, 1972	
100	Hod
Dan Spaethe	Yam
Steve Smith	Suz
Jim Hardesty	Bul
125 John Hryniewicz	Yam
Ron Fosmo	Bul
Steve Graham	
250 DIV I	Mai
Kent Graham	Mai
Peter Penland	Mai
David Rowe	
250 DIV II	Bul
Frank Mathews	Mai
Chris Forbes	CZ
David Haugh	
OPEN S	Hus
Steve Gordon	Mai
Jim Mercier	Kaw
Karl Luebkink	
POWDER PUFF	Yam
Nancy Daggs	DKW
Cheryl Acres	DKW
Sally Dowdie	

SCRAMBLES

KCMC	
Hanford, Calif.	
March 5, 1972	
By Sportphoto	
50 NOV/JR	Yam
Mike Leming	Suz
Ricky Pierce	
Gar Salmon	Suz
100 NOV	Yam
Tony Bradley	Yam
John Kirk	
Danny Laferty	Suz
100 JR	Hod
Kim Shropshire	
Brian Hurst	Suz
Mike Delliplaine	
100 EX	Suz
Jack Jones	Suz
Rod Slamon	Suz
Bill Johnson	
125 NOV-DIV 1	Yam
Curt Bahr	Bul
Chuck Hufford	Yam
David Smith	
125 NOV-DIV 2	Mon
Dan Dias	Yam
Ed Prince	Yam
Scott Galloway	
125 JR	Yam
Rick Delgado	Yam
Russ Murrell	Yam
Phil Mascorro	
125 EX	Yam
Curt Lange	Yam
Jack Martin	Bul
Bruce Baesemann	Bul
200 NOV	Bul
Matt Davis	Bul
Tom Magee	Bul
Tim Phillips	Bul
200 JR	Bul
Randy Rhodes	Bul
Tim Davis	Bul
Bryan Rains	Bul
250 NOV-DIV 1	Bul
Danny Fletcher	Bul
Bob Stafford	Bul
Mike Ellis	
250 NOV-DIV 2	Bul
Don Warren	Suz
Ed Mann	Kaw
Ralph Flinn	
250 NOV-DIV 3	Bul
Leonard Fernandez	Kaw
Ken Bridges	Yam
Tony Oliveria	
250 JR	Mon
Steve Craft	Bul
Mark Ives	Bul
Jr. McCracken	Kaw
250 EX	Suz
Jack Jones	Bul
Ryan Gifford	Sux
Kirby Shropshire	
500 NOV	Suz
Ron Mathews	Mai
Tim O'Neal	Suz
Bob Garcia	
500 JR	Tri
Steve Pound	Kaw
Randy Gafner	Mon
Terry West	
500 EX	Mai
Lyle Moore	Mai
Harvey Bakker	BSA
Jim Chisum	
OPEN NOV	Mai
Tim Buffington	Tri
Jerry Blair	Yam
Dick Hogue	
OPEN JR	Tri
Jeff Frank	Tri
Walt Price	Ric/Tri
Monroe Moore	
OPEN EX	Ric/Tri
Jim McCracken	Tri
Tim Thomas	
Carroll Jackson	

MOTOCROSS

Corona Raceway	
Corona, Ca.	
March 11, 1972	
By Buzz Baty	
MINI-BIKES	Yam
Brad Dutoit	Hon
Bill Jewett	Yam
Harry Warr	
100 BEGINNERS	Yam
Bob McDougal	Yam
Ron Bragdon	Hon
Robert Swager	
100 JR	Yam
Tom Bragdon	Yam
Neal Wyckoff	Hod
Don Codrea	
125 BEGINNERS	Yam
Don Bridgewater	Yam
Clark Vanwick	Suz
Bob Hoover	
125 JR	Yam
Shawn Huffman	Bul
Bob Maxwell	Bul
Johnny Garcia	
125 INT	Yam
Dave Carlson	DKW
Bill Palley	Pen
Scott Miller	
125 SR	Pen
Bruce McDougal	Pen
Larry Watkins	DKW
250 BEGINNERS	Kaw
Rick Drummond	
John Coute	
Gary Jola	250 JR
Bill Henderson	Yam
Bob Lukeckick	Hus
Bob Berry	Bul
250 INT	CZ
Al May	Mon
Mike Powers	Oss
Rick Prouty	
250 SR	Mai
Bill Payne	Yam
Bruce McDougal	CZ
Rex Stetain	
500 BEGINNERS	Hus
Richard Smallwood	Yam
Butch Bragdon	Suz
Jack Taylor	
500 JR.	Yam
David Bradley	Pen
Mike Delehant	Yam
Greg Burroughs	
500 INT	Pen
Gary Griffing	Pen
Neal Winston	Bul
500 SR	Yam
Bill Payne	AJS
Glen Lund	Hus
Jo Veillon	

CMC NORTH

Livermore, Calif.	
March 5, 1972	
By Steve Castillo	
100 JR	DKW
T. McRae	Hon
D. Russell	Bul
D. Olsen	
125 JR DIV I	Yam
G. Pronovost	DKW
K. Martin	
T. Hart	Pen
125 JR-DIV II	Hon
J. Kern	Pen
J. Franklin	
R. Golde	
250 JR-DIV I	CZ
P. Orlandi	Mon
M. Edwards	Hus
D. De Costa	
250 JR-DIV II	CZ
E. Willems	Mai
J. Franklin	CZ
G. Ceo	
OPEN JR-DIV I	CZ
B. Presser	CZ
T. Shuban	
G. Doran	
OPEN JR-DIV II	Hus
B. McDaniel	
R. Johnson	
L. Gurley	
125 SR	DKW
H. Halbach	Pen
K. Henry	Pen
S. Romano	
250 SR	Bul
G. Hubbs	Mai
J. Franklin	Hus
R. Powell	
OPEN SR	Mai
R. Huffman	Hus
R. Powell	Mai
J. Franklin	

MOTOCROSS

Santa Maria, Cal.	
March 5, 1972	
By Ken Hyland	
POWDER PUFF	Yam
Linda Hale	
100	Suz
Ron Beardsley	Suz
Gary Concelllos	Hon
Randy Schwalenberg	
125 JR	Yam
Allen Garrett	Bul
Bill Keese	Yam
Ruben Nunez	
125 INT	Yam
Jack Keese	Bul
Scott Hardesty	
125 SR	Bul
Greg Higgins	Yam
Bob Haroth	
250 JR	Bul
Bob Schwartz	Hus
Gary Semenza	Yam
Art Peninan	
250 INT.	Bul
Jeff Higgins	
250 SR	Mai
Gary Chaplin	Bul
Gary Smalley	Bul
Billy Woods	
OPEN JR	Hus
Jon Dominguez	Suz
Jay Getchel	Hus
Herb Waite	
OPEN INT	Suz
David Czerwinski	
OPEN SR	CZ
Ricky Long	Suz
Vincent Clark	

HARE & HOUND

No. Red Rock Canyon, Ca.	
March 12, 1972	
By Alice Rhea	
OVERALL POSITION	Yam
Gene Cannady	Bul
Larry Pfutzenreuter	Hus
Whitey Martino	Yam
Mike Patrick	Suz
Bob Kaskel	Puc
Bill Friant	Hus
Morris Norman	CZ
Terry Davis	CZ
Wes Anderson, Jr.	CZ
Jim Fishback	Hus
1st AMATEUR	Hus
A.C. Bakken	Hus
2nd AMATEUR	Hus
Ed Segler	Hus
1st 250 AM.	Hus
Dick Harris	Hus
2nd 250 AM	Hus
Ricky Lee	Hus
1st DIV II LIGHTWT AM	Pen
Jeff Heininger	Ric
1st GIRL	Ric
Sharon Rosenauer	Ric
1st GIRL NOV	Bul
Judy Lovell	Bul
1st NOVICE	Yam
Bob SanStee	Yam
2nd NOV 250 NOV	Suz
Jay Fiala	Hus
3rd NOV - 3rd 250 NOV	Hus
Steve Subith	Pen
500 NOV	Puc
Dale Rhea	Bul
Jack Stonesifer	
Scott Easteran	
Kim McKean	
DIV. II LIGHTWT NOV	
Robert Morrison	
David Thompson	
Fred J. Soteris	
TRAIL NOVICE	
Paul Rizzo	
George Berg	
Bob Rutten	
Darrell Quick	
C.T. Wilson	
YOUNGEST FINISHER	
Trail Novice Kenny Pintus, 10	

TRI-AM RESULTS

Muntz Cycle Park	
CLASS-HIGH POINT	
100 Dan Spaethe	
125 John Hryniewicz	
250 Frank Mathews	
500 Steve Gordon	
OVERALL HIGH POINTS	
Frank Mathews	
John Hryniewicz	
Dan Spaethe	

TT SCRAMBLES

Shasta M.C.	
Redding, Calif.	
March 5, 1972	
By Penny Hartsell	
Tom Gutzman - Mini Jr.	
Ronnie Arlt - 90-100 JR	
Jeff Geist - 100 Nov.	
Dallas Tunner - 100 Am.	
Clifford Hylton - 125 Nov	
Rick Huffman - 125 Am	
Mark Telgama - 125 Ex	
Mike Weber - 175 Nov	
Bill Combs - 200 Nov	
Joe Johnson - 200 Am	
Bill McKinney - 250 Nov	
Ron Aires - 250 Am	
Jim Crenshaw - 250 Ex	
Guy Abbott - Open Nov	
Dale Phelan - Open Am	
Jim Crenshaw - Open Ex.	

ACA MOTOCROSS

Saddleback Park, Calif.	
March 12, 1972	
By Rich Hoffman	
100 JR	Hod
Nick Roberts	Kaw
Ron Miller	Yam
Howard Pilcher	
100 INT	Hod
Bob Stem	Ric
Ricky Rogers	DKW
Dale Walter	
125 JR	Puc
Vince Balch	Puc
Gary Black	DKW
Tom Beales	
125 INTER	Pen
Chris Jackson	Pen
Jeff Vidic	Pen
Mike Felton	Yam
Frank Rowe	
125 SR	Pen
Bruce McDougal	Pen
Chuck Bower	Bul
John Velkman	
250 JR	CZ
Greg Lee	Yam
Bill Henderson	AJS
John Vestmyer	
250 INTER	AJS
Marvin Braun	Yam
Mark Tyler	CZ
Richard Grafton	
250 SR	CZ*
Richard Franklin	AJS*
David Boydston	Yam
Bruce McDougal	
* Tied	
500 JR	CZ
Peter Maly	Mai
Jack Habel	Hus
Bob Dunsire	
500 INTER	CZ
Ralph Domingues	CZ
Val Schmidt	CZ
Bill Shonnard	
500 SR	Hus
Glen Lund	CZ
Bob Fisk	
Richard Franklin	

Ste Hod



... about the 250 Stormer!





(Continued from page 2)

MOTOCROSS by El Instituto de proteccion a la Infancia. San Felipe, Baja California, Mexico. If you would like to help organize you may also give them a call. 903/762-2948. Office of tourism in Mexicali. If you won you could be an international star.

PRO-INDOOR SHORT TRACK, Portland Memorial Coliseum, Portland, Ore., \$3000 purse. Prac. 7:30, race 8. Box 4587, Newport Beach, Ca. 92664. 503/235-8771.

FRIDAY, MARCH 31

ANGLO-AMERICAN & BRITISH CHAMPIONSHIP ROAD RACES, Brands RC, 50 Brook Rd., Northfleet, Kent, England

USMRC MX, El Toro (Ca) Spdwy. 7 pm. \$5 post. Cash to Experts. Box 1027, Pomona, Ca. 91769. 714/985-3149.

FRI. & SAT., MARCH 31 & APRIL 1

MAMRA 250. Mail \$25. Post \$30. Pros: \$75 mail, \$100 post. Mail to 1335 Garnet Ave, San Diego, Ca. 92109. 714/272-6751.

SATURDAY, APRIL 1

INDOOR SHORT TRACK, Washoe Co Frngds, Pavilion Bldg, Reno, Nev. State championship series. \$2 ride, \$2.50 watch. 8 pm. 702/323-6055.

USMRC TT/FT, El Toro (Ca) Spdwy. 7 pm. \$5 post. Cash to Experts. Box 1027, Pomona, Ca. 91769. 714/985-3149.

EUROPEAN SCRAMBLES. Lined from Hi-Vista store. Spoke Benders. Dist. 37 pts. \$3.25. Prac 7, Race 10. 213/371-5389.

SAT. & SUN., APRIL 1 & 2

MOTOCROSS, Dirt Diggers North. Plymouth, Ca. 40 mi E of Sacramento on Hwy 16; 13 mi N of Jackson on Hwy 49. Sportsmen Sat.: \$5 mail, \$15 post. Pros Sun: \$15 mail, \$50 post. (Post entries only if there is room, which there probably won't be.) Entries close March 15. Box 338, Orangevale, CA 95662.

SUNDAY, APRIL 2

GRAND PRIX MOTOCROSS A.C.E. Indian Dunes Park, Valencia, Ca., \$5 mail \$8 post. Box 174, Newhall, Ca. 91321. 805/259-8007.

BEGINNER - NOVICE**MOTOCROSS**

Mini, PP, Spec. classes
For under 16, over 35.

40% BRASS

Mar. 26 Elsinore Raceway
CALIFORNIA RACING CLUB
CRC
(membership not required)

(714) 688-1291 (213) 830-7519

**MUNTZ
CYCLE PARK**

MOTOCROSS
March 19

Juniors—Trophies all classes

Seniors — cash \$\$\$

125 — 250 — Open

Juniors Mail Entry \$6, Post \$8

Seniors Mail Entry \$8, Post \$10

\$1.50 Spectators

Free gate to riders



7 days
Bring-a-bike...rent-a-bike
Miles of trails—
Silencers required

50¢ Gen. Adm. \$2 bike. West on Ventura Frwy to Thousand Oaks, Right on Route 23 (No.) 5 1/2 mi. to Tierra Rajada Rd, right.
(805) 529-2371 or (213) 987-3131

Orange County's newest family cycle ranch

ESCAPE COUNTRY

ROBINSON RANCH TRABUCO CANYON

CMC MX Race — March 19

WILD new track — don't miss it!

RACER'S SWAP MEET

at the SRA

RIVERSIDE GRAND PRIX #2

MARCH 18 & 19

No Extra Charge above entry or admission

PAVED, ENCLOSED BUILDING ... TABLES
... LIGHTED ... STAY FOR THE EVENING

9-9 on Saturday

9 — end of races on Sunday

MOTOCROSS, SRAC, Berthoud, Colo.

SHORT TRACK, SRAC, Florence, Colo.

APRIL FOOL'S CHASE, Lined from Ocotillo Wells, Hwy 86 & 78. \$5. Start 10. Dist. 38 pts. 140 mi one way. Box 82, Escondido, Ca., 92025. 714/747-4327.

HARE SCRAMBLES — for beginners & Novices. Two 25 mi loops. Over nite camping OK. Sign by 9:30. Race 10. Post \$5. Mail \$4. SASE. Box 811, Fontana, Ca. Race at Hwy 395, 10 mi N of Adelanto. 714/822-8922.

HILLCLIMB, Layton, Utah. Utah, SRA pts.

THE HELP — LARRY — McCLELLLEN — AND — WIN — A — YAMAHA — DT2 — ENDURO — TYPE TRAIL RIDE, Stumpjumper. Other prizes, too. \$5 mail, 1133 Sierra Ave, Santa Ana, Ca. 92707. 714/557-0754.

ACA MX, Carlsbad, Ca. \$5 mail (3/31), \$10 post. Prac 8 am, race 9. 926 W 7th St, Upland, Ca. 91786. 714/982-7370. Bultaco Series.

WED.-SUN., APRIL 5-9

SIXTH ANNUAL INT'L SPORT CYCLE EXPOSITION, '72 models, customs, racing bikes, exhibits, movies, other goodies. Also, the Spanish Cup Trials. Cow Palace, San Francisco, Ca. Other events listed below. 415/873-2038.

WED. & THURS., APRIL 5 & 6

SPEEDWAY, Cow Palace, San Francisco, Ca. 415/873-2038.

FRIDAY, APRIL 7

SHORT TRACK, Cow Palace, San Francisco, Ca. Dist. 415/893-2038.

SATURDAY, APRIL 8

SHORT TRACK, Cow Palace, San Francisco, Ca. Dist. 415/873-2038.

HOTEL LUCERNA 250 OFF-ROAD RACE, Baja Racing Assn. \$250 enter. 903/762-2948.

DRA Desert Racing Association

Presents
A HARE SCRAMBLES

Two 26 mile fun loops

BEGINNERS & NOVICES ONLY

Starter Pins & Finisher Pins
20% Trophies — contingencies
special classes—16 under—35 over—
All engine size classes
Novices 10 am—Beginners 10:15

No affiliation necessary

APRIL 9

At Four Corners
Junct. Hwys 395 & 58

**OSTEEN'S
Bike Park
POMONA**

Open Weekdays 9 to 5
Weekends & Holidays
8 to 5

For info write: 610 Cherry St.
Brea, Ca. 92621
Directions: 2 min. off Pomona Frwy
at Dudley exit

**RAWHIDE PARK
ELSINORE**

840 Acres

Family Fun & Motocross

2 1/2 miles East from Hwy. 71-74

Winter hours 8 am to dusk

(Weekends & Holidays only)

\$1 per Bike \$1 per person

Silencers or mufflers, helmets & boots

Required at all times

USMRC TT/FT, El Toro Spdwy, Ca. 7 pm. \$5 post. Cash to Experts. Box 1027, Pomona, Ca. 91769. 714/985-3149.

SUNDAY, APRIL 9

MX, GNG, Lined S of Carson City, Nev. \$1000 series purse. Sign 6, race 9. Nov \$5 mail, \$7 post. Am-Ex \$10 mail, \$12 post. 1355 S Wells Ave, Reno, Nev 89502. 916/544-8509.

MX, Redwood Acres, Calif.

ENDURO, Sierra 100. 3 mi NE of Oakhurst on Hwy 41, Madera, Ca. \$6 mail, only. \$1 per rider for 3-man teams. Send 2 SASE to Sierra Enduro's, c/o 1720 Jennings St, Ave., Madera, Ca. 93637. 209/674-7160.

MX, Lompoc Slo-Pokes. Spillway Park, Santa Maria, Ca. Jct 166 at B-way off-ramp. Signups close 8:30, race 9. \$3.50 post, \$1.50 gas. Camping. D-35 pts. Silencers. 805/736-6362, 735-1177.

CMC MX, Carlsbad (Ca) Rcw. Jrs: \$5 mail (4/4), \$10 post. Srs: \$10 mail, \$15 post. 9 am. Box 1402, Costa Mesa, Ca. 92626.

ROAD RACE, AFM. Orange County Int'l Raceway, Orange Co., Ca. GP, prod., sidcar classes. Pre-entries please. Box 373, Brisbane, Ca. 94005. 415/467-5063, 714/979-8761.

ENDURO, CERA, Lined hwy 15 (fwy) N. of Barstow at Harvard off-ramp. Average rider, 115 mi. All classes. \$7 mail. \$8 post. \$1 more per team. 2 large SASE. Box 2102, Cypress, Ca. 90630. 714/527-4927.

ENDURO, Easy, fun. At jct. hwy 58 & 395, Ca. Mail \$4. Post \$5. Race 8. 2 25 mi loops. 6600 Gerald Ave., Van Nuys, Ca. 91406. SASE. 213/787-5208.

TT SCRAMBLES, Sidewinder Spdwy, Kingman, Ariz. Lined on Hwy 66 E from Kingman. \$3 entry. 602/753-3206.

MOTOCROSS, Boulder Ridgerunners, Coal Crk. Raceway, hwy 7 E. of Boulder, Colo.

MOTOCROSS, ACA, Saddleback, Ca. Enter: \$5 mail, \$10 post. Cash to Srs. Prac 8, race 9. 926 W. 7th St., Upland, Ca., 91786. 714/982-7370.

MOTOCROSS, Lafayette, Colo. SRAC

MINIS, SCMBKA, Saddleback Park, Irvine, Ca. Sign 8:30. Race 10. \$5 membership. \$2.50 enter. 213/426-9355, 714/842-6083.

NRVR HARE SCRAMBLES, lined from US 66 fwy & central Barstow off-ramp (Barstow Rd.), start 10. \$7 post. 80 mi. Box 2241, Cypress, Ca. 90630. 714/828-3790, 213/860-0990.

PROFESSIONAL SHORT TRACK, Cow Palace, San Francisco, Ca. \$2,100 (min) purse. 415/873-2038.

**INDIAN DUNES PARK**

600 acres — hills, streams, sand

Family riding 7 days

7am 'til dark

Moto-X Races every Sunday

2 miles west of Interst. 5

on Hwy 126 at Castaic

(805) 259-8000



6:30 SIGN-UP CLOSES

6-7 PRACTICE

7:30 FIRST JR. RACE

CMC Moto-Cross
Every Friday Night
CMC License Required

\$ EUROPEAN SCRAMBLES \$

\$70 CASH RACE

MAR. 18-19

Pay 5 places Cash Sat. Only
Ave. J & 145 St. E. of Lancaster

100% Payback
— Experts

MOTOCROSS

30% Brass
Junior, Intermediate,
Expert Classes

**CORONA
RACEWAY**

EVERY SATURDAY

Pit open at 7:00 am

Practice at 8:00 am

**RACING STARTS
AT 9am**

April 1

Can-Am Challenge

EVERYONE WELCOME

Silencers & 3 number plates required.
\$5 Post Entry payable at gate for
Beginners, Juniors, Powder Puff.
Minis \$3. Take Riverside Freeway to
Pierce or Magnolia turn-off, right on
Magnolia to Buchanan. Info: (714)
735-1705.

POKER RUN, SCMA, Thorp's H-D, 820-18th St., Bakersfield, Ca. \$4. Tykes \$2. 25 cents more for non-members. Sign 8-10. 805/831-7766. 325-3644.

SPANISH 250 GRAND PRIX MOTOCROSS, F.I.M., Barcelona, Spain, 10 am.

PIE EATING CONTEST AND POKER RUN, Cycle City, 17424 Beach Blvd., Huntington Beach, Ca. 92646. Sign til 10. \$3 mail. \$3.50 post. Tykes \$1.75. 213/847-1144.

FRIDAY, APRIL 15th

PRO INDOOR SHORT TRACK, Amarillo Civic Center Coliseum, Amarillo, Tex. \$1200 purse. Qual. 5, race 8. 806/374-1142.

THUR.-SUN., APRIL 14-16

CUSTOM CAR AND MOTORCYCLE SHOW, Tridents and Cycle World mag. Gawk at your favorite scooters and later check out the cars. ("Cars" are novel four-wheeled vehicles that are totally enclosed, clumsy to operate, and expensive to maintain.) Info: Box 400, Maywood, CA 90270. 213/589-1675, 588-4551.

SUNDAY, APRIL 16

125-MILE NATIONAL ROAD RACE, Road Atlanta, Ga., \$20,000 purse.

MRA MX, Medford (Or) MX Park on Kirtland Rd. Southern Oregon Championships. Sign 11, race noon. \$2.50 entry, \$2 pits, \$1.50 adm.

100 MILE FALLEN TIMBERS NATIONAL ENDURO, Delta, Ohio.

HILLCLIMB, Just E. of Brigham City, Utah. Final Utah SRA pts event.

NRVR HARE SCRAMBLES lined from US 66 & central Barstow off-ramp (Barstow Rd.). Start 10. \$7 post. Members \$5. 35 mi. 714/828-3790. 213/860-0990.

MX, Feather River. Under the E St Bridge, Marysville, Ca. Sign 7, race 10. \$4 ride. \$2 watch, \$5 late fee. 916/742-8281.

SUNDAY, APRIL 23

CHICKEN ENDURO, Pathfinders M.C., Allen's m/c playground, 5 mi. North of Oakhurst on hiway 41. Mail \$6. Post \$8. 750 riders. 2 SASE's. Approx. 90 mi. Not easy. Start 9. 61 E. Swift, Fresno, Ca. 93705. 209/224-5799.

SCRAMBLES, Lightweights. 395 Cycle Park, Adelanto, Ca. HW sign 7, race 9. Ultras & LW sign about 11. Sidehacks welcome. 714/987-4488.

MX, GNG, Lined S of Carson City, Nev. \$1000 series purse. Sign 6, race 9. Nov \$5 mail \$7 post. Am/Ex \$10 mail, \$12 post. 1355 S Wells Ave, Reno, Nev 89502. 916/544-8509.

CMC MX, Rawhide Park, Elsinore, Ca. Jrs: \$5 mail, (4/18), \$10 post. 9 am. Box 1402, Costa Mesa, CA 92626.

SAT. & SUN., APRIL 29 & 30

ELSINORE GRAND PRIX. Gawd. This is the one. Saturday, 0-250 & PP, Sunday, everyone else. Limited entry, \$15 mail, \$50 post. Official entry blanks only, and they must be notarized. Address: Elsinore Grand Prix, Elsinore, CA 92530. 714/674-3189.

SATURDAY, APRIL 29

MX, Redwood Acres, Calif. During the Rhododendrum Festival!

SUNDAY, APRIL 30

HALF MILE NATIONAL, Colorado Springs, Colo. \$12,000 purse.

MRA MX, Medford (Or) MX Park on Kirtland Rd. Southern Oregon Championships. Sign 11, race noon. \$2.50 entry, \$2 pits, \$1.50 adm.

SUNDAY, MAY 7

SCRAMBLES, Castle Rock Fairgrnds, Box 51, Castle Rock, Wa. 274-6881.

SUNDAY, MAY 14

MOTHER'S DAY. Take Mom for a nice quiet ride.

SUNDAY, MAY 21

GRAND PRIX ROAD RACE, F.M.I., Viale Tiziano 70, Imola, Italy, all solo classes. 1st race 10.

SUNDAY, MAY 28

FRANKEN EUROPEAN CHAMPIONSHIP TRIAL, Brandenbergerstr 90, 85 Nurnberg, W. Germany.

SATURDAY-FRIDAY, JUNE 3-9

TT ROAD RACE, Isle of Man, England, all classes including production, 500 & 750 sidcar, and Formula 750. 1st race 5 pm June 3, phone 01-235-7636, London.

What are you going to do?

**MOTOR
VOTER INFO**

714-836
8555

Ride Silent...Run Wide.

SEAT YOURSELF

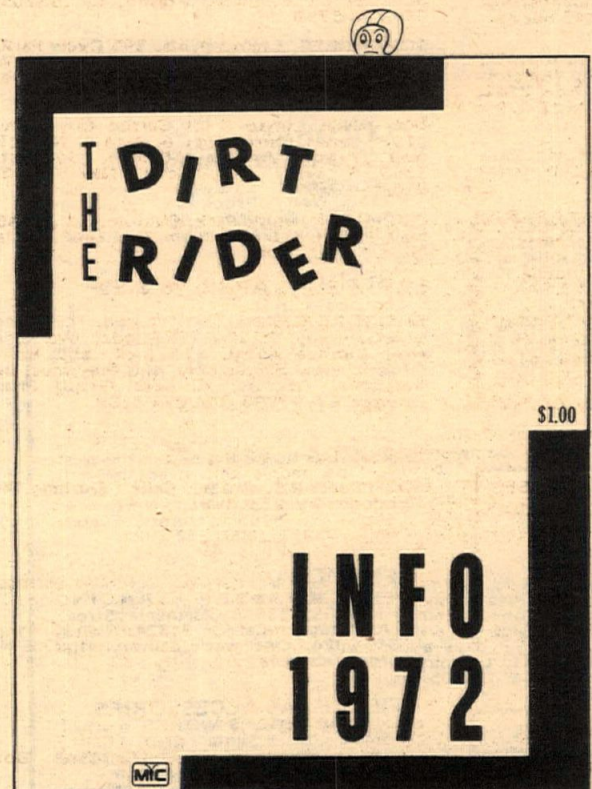
Once, while on our way from Ensenada to Ojai in a desperate search of the rare honey-breasted buckle-snapper, we stopped to chat with friendly border guards, who playfully drew pictures on a new Tijuana tuck-and-roll saddle with a straight-edge razor while reminding us that the bird seed we were allegedly carrying was inadequate for the aforementioned buckle-snapper's admittedly delicate diet. Accepting the incident with good humor, we rode the next 90 miles to Los Angeles standing on the pegs, quite embarrassed over the tattered seat and sudden loss of gas mileage, due to increased wind resistance. We found a custom cover from Custom Upholstery Products in Van Nuys for less than 15 bucks and it fit right over what was left of the old one. The one we bought was black with no stitches and we recently ordered another in Turf Tan (with double stitches) to use on a heavy date. Custom Upholstery Products, 14807 Oxnard Blvd., Van Nuys, CA 91401. (213) 994-8100.

DIRT WRITER

If there is one fellow in this country who can give you all the straight poop on dirt riding and will sell you the right things for your bike and body without any shuck and jive, that's Carl Shipman. He operates a business under the handle "The Dirt Rider" in New Mexico. His new catalogue, "Info 1972", is the closest thing in the industry to the Whole Earth Catalogue. It contains ingenious devices, handy items,

New Stuff & Things for Cycles

and invaluable information. A fork tube bag. Care and feeding of throttle cables. Pocket tire pump. Fanny Pack. Lots of necessities most people don't even know they need. If you're half-way serious about dirt riding, you'll want this catalogue. \$1. Box



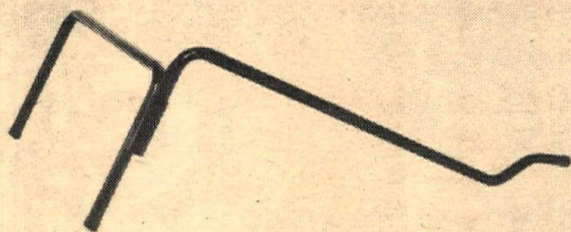
14422, Albuquerque, NM 87111. (Oh, yeah. Carl also has written an excellent volume, "The Boonie Book." Except we can't tell you about it because we sell a competing product.)

GOO GOO

You know what happens when you put everyday oil in an air-cooled engine? It freaks out. Can't take the temperature. Most oils for water-cooled engines are specially formulated to operate at given temperatures and will suffer certain molecular breakdowns at higher temperatures. That's what the folks at Omega Oil would like you to believe, anyway. But considering the fact that Omega oil is made with loving care by a couple of dedicated men in a backyard refinery, and considering the fact that it is used religiously by Porsche and Harley owners who know what they're doing, and considering that it costs no more than the oil cranked out by those big corporations that are usually building pipelines through Alaska or smoking up the air something fierce or misbehaving in some other way, maybe you ought to give it a try. They make DuOmega, a special two-stroke oil in 30-, 40-, or 50 weight and AerOmega in 30-weight only, for four-strokes. Write 3615 N. Big Dalton Ave., Baldwin Park, Calif. (213) 337-2408.

JACK

This is a handy jack for motorcycles, right? Beats lifting the bike by the rear fender and trying to kick a crate underneath it. Go out and spend \$13 on this one from Santee Industries. Question: If you're so handy



fixing motorcycles all the time, why don't you have the talent to make one of these in your garage at a fraction of the cost? At your dealer or write Santee Industries, Dept. CN, 600 Arroyo, San Fernando, CA 91340.

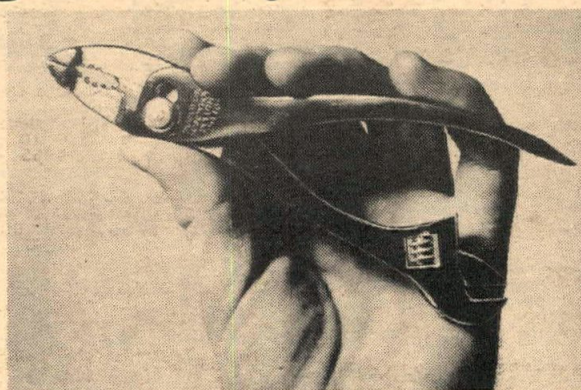


BE A FIREMAN

Get some heavy-duty red suspenders. They have metal clips on the end. "They're useful for holding up trousers", says Carl Shipman. \$2.50. Order from The Dirt Rider, Box 14422, Albuquerque, NM 87111.

TOOLTOOLTOOLTOOLTOOL

Gyro Gearloose couldn't have done much better than this. A crescent wrench, screwdriver, pliers, wire-cutter, tooth-puller, all rolled into one clumsy



tool. Serious enduro riders might find it a way to save weight, although they might be too embarrassed to actually use it if the time comes. \$4.95. Racecrafters International, Box 347, Dept. CN, Los Angeles, CA 90028.

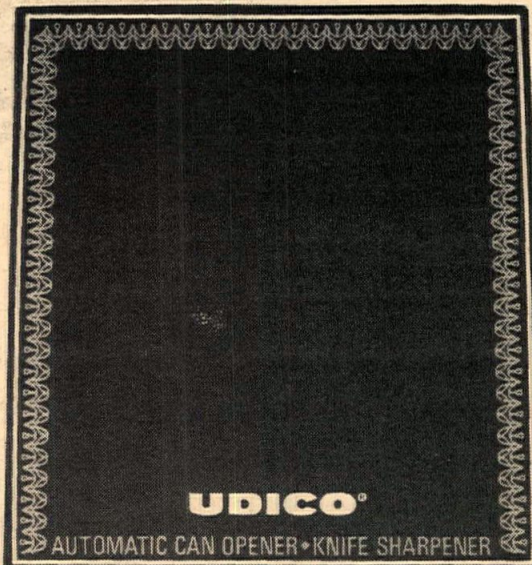
LOX



We were given a quick demonstration of the Chapman Cycle-Lok at the Houston Dealers Show last January by none other than Warner Riley, who owns the current land speed record for bikes. Warner, who is working for People's Distributing in Iowa, pointed out that this lock is the strongest thing going and he has to be right. It is constructed of steel cable. The chrome lock members pivot on their mount to make locking an easy job. To top it off, it utilizes those odd-looking circular locks, like the vending machine people swear by. In short, if you lock this to a hydrant and lose the key, better plan on buying a new bike. Chapman Security Products, 5567 N. Elston Ave., Chicago, Ill. 60630.

PLASTIC FANTASTIC

You know, we get some strange mailing lists. For



example, we get periodic reports on the fishing conditions on the Colorado River, press releases that would excite only a screen door buff, stuff like that. This time, someone sent us some plastic stick-ons, the kind that are intended to stay in place permanently. Like the one above for the Udico can opener/knife sharpener. Order some in the design you like. Park Nameplate Co., 34-10 Linden Place, Flushing, N.Y. 11354. (212) 359-7000.



LOONEY TOON

Colortune sounds like a name for one of those far-out-groovy light bars people buy because they think they are real mind-expanding but everybody

(Tell them you saw it in Cycle News!)

knows light bars are immensely boring but no one admits it. No, this Colortune goes in place of the spark plug when the bike is being tuned. A couple of sparks and an examination of the color will tell you nearly as much about the condition of your bike as a complete teardown. It works with chemicals, or something like that. Whatever, it works. Comes complete with all special tools. \$24.95. Steen's, Inc., 1635 W. Valley Blvd., Alhambra, CA 91803. Ask for part number 101-K.

ROLL ON YOUR OWN

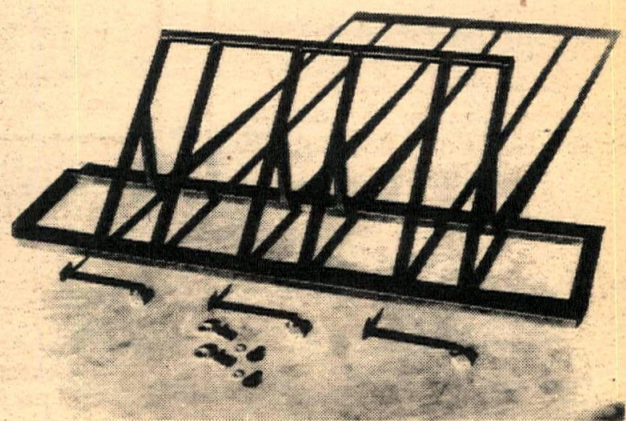
Ever been booted off someone else's land? Next time that happens, instead of feeling sorry for yourself, think about how good it would feel to own some land you could kick someone else off of. Then go out to Valley Realty in Lancaster. They have some 340 acres of desert land at less than \$400 per acre. Valley Realty, 42011 Sierra Hwy., Lancaster, CA 93534. (805) 948-2644, 947-2623.

DIRTY MIND

Diamond Manufacturing is offering a catalogue full of the usual items at the usual price. To wit: expansion chambers, goggles, boots, handlebars, air cleaners, *ad infinitum*. A buck. Diamond Manufacturing, Dept. R-37, 735 E. 12th St., Los Angeles, CA 90021. Hold on there a minute. With each catalogue you get a "think dirt!" bumper strip.

RACK 'EM UP

Funny how bikers can inflict more damage to a bike when transporting it at 5 mph on a dirt road than when riding over the same dirt road at 60. That's



because the science of battening bikes had been badly neglected. End that nonsense with the T&H Custom Swell Nifty Boffo and Otherwise Acceptable Motorcycle Rack. It easily bolts into your van or pickup and can be removed at night when you want to cuddle where your toys usually rest. The rack can still be used, mind you, to hold the bikes up and T&H includes a clever device that will allow you to lock them up for keeps. Always handy. Numbers: 16-gauge square tubing, 27 pounds, \$43.50. T&H Works Unlimited, 22056 De La Osa St., Woodland Hills, CA 91364. (213) 340-3960. Van owners: These folks have other useful goodies, too, like patterns for the inside panels. Things like that.

PRIDE THAT BIKE

Hey creep. Next time you gag on a tuna fish sandwich, remember that your finned friend may taste so lousy because of all that Biz you've been dumping into the sewer. Next time you wash off that moto-sickle, try Motorcycle Pride. It's bio-degradable. It's E-Z to use. It cleans and shines as it removes rust in one easy operation. Then it washes off the driveway, fetches the paper, and lights your pipe. Pint: \$1.98, \$2.98 with spray. Driver's Pride, Box 33021, Houston, Tex. 77033.

want ads

WANTED: 30 or 32mm MIKUNI, 26mm Mikuni for sale. Call Bill after 5:00 (213) 431-3800.

HODAKA 100. Barnett clutch, straight cuts, racing piston, hi comp. head, Reed, 26mm carb, Curnutts, Roehr forks, 19" front wheel, Yamaha cushion hub, much more, \$375.00. (213) 691-6975.

'69 1/2 SACHS CROSS COUNTRY Never raced - runs and shifts great. New tires, Curnutts, many extras, reasonable. Larry (213) 772-4235 days, (213) 675-3932 eves. \$350.00 or offer.

'70 HUSKY. Good condition, clean, new Hooker header, extras, \$895. (714) 373-4320.

'70 YAMAHA 175 with 125 Kit, mild porting on both bbls. Frame mod., 21 F.W., Curnutts, Filtron, etc. Best for M-X or ? Clean, \$500 or best OFFER. (213) 353-2481.

'70 HUSQVARNA 400. Excellent condition, race ready. (213) 675-5992.

YAMAHA 360 ENDURO, 21" front wheel, all else stock. (714) 524-7933.

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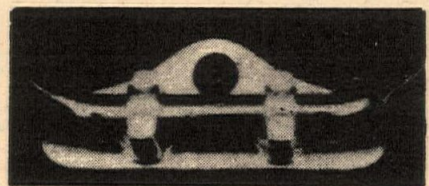
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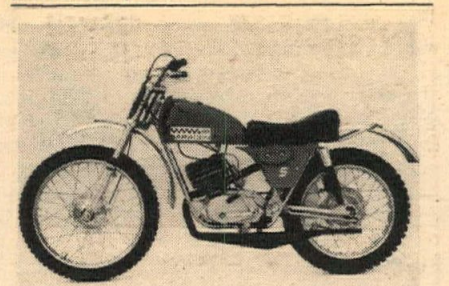
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FOR SALE: 1970 1/2 Ossa Stiletto. New motor, paint, fender. Must sell, \$500 firm. Also 250 Husky 8-speed, cherry, trade for 400 Husky. (714) 778-5944.

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'71 Steens Hodaka 100cc, very few miles. 1970 400 Husky MH — just rebuilt, make offer. Call after 5:00 (213) 866-8682.

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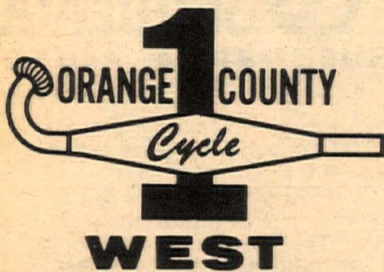
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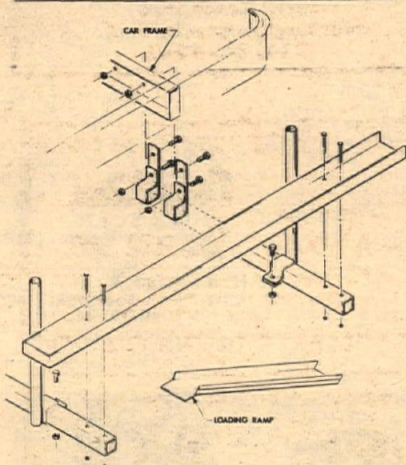
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Race ready, engine new, spare, \$800. Honda Mini, \$175. (714) 826-2625.

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Cerianis, good condition, desert bike, \$850.00. (213) 782-1883.

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3.2 gal. tank, Curnutts, skid plate, Rickman bars, big seat, comp. release, Filtron, Barums, excellent condition, \$675.00. (714) 499-1084.

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21" front wheel, Akronts, 40 hp, knobbies, new condition, \$725. (714) 595-6038.

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Fast — clean, extras, down pipes 2, must see, \$475.00. (714) 830-9522.

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'71 250 Savage. 1900 miles, perfect condition, street licensed, \$550 solid. 120cc Suzuki Trail Bike, 1400 miles, beautiful, perfect, licensed, ladies ideal, \$200 solid. 50cc Gemini Mini. 50 miles, perfect, licensed, almost new, \$175 solid. Take choice. First cash gets. (213) 326-1696 keep trying.

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'71 1/2 DKW ENDURO. One enduro, \$600.00. Work (213) 782-5658, eve. (805) 498-1053.

HUSKY — '70, 360, 8 speed, lowered, Curnutts, many extras, \$725.00. (213) 697-5598 after 6 p.m.

1971 YAMAHA 360 ENDURO. Lic. for '72, Filtron, Mavricks, 21" Akront, Barum fr. & Rear, ex. chamber w/muffler, exc. cond., \$700.00. After 4:00 pm weekdays (213) 532-7505.

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Previous retail sales experience helpful, but not necessary. Salary open. Call (213) 477-0997 or (213) 473-7996.

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INDY MAGS/BIG Goodyears. 14x7, 5-hole Chevy. Set \$195. (714) 495-4932.

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4.00x18 knobbies, \$18.95. N.G.K. Plugs, 65¢, plus helmets, visors, oil, handlebars, and more. 17007 Roscoe Bl., corner of Roscoe & Balboa, Northridge, Ca. (213) 344-9009.

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Factory trained mechanic. Ask for Dick Moulders, Champion Motorcycles. (714) 642-2311.

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Sherpa "S" 125 excellent, 1971 1/2. Must sell, extras, race ready and extremely fast. Priced to sell, make offer. Evenings (213) 579-4147.

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Akronts, down pipe, full built, immaculate, extras. (213) 842-6268.

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B.S.A. TRACKMASTER. Barne's wheels, disc brakes, gearing, new, \$1500.00. (214) 351-5972 Texas.

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Sales, Service, Parts - Orange County Honda, 1630 W. Chapman, Orange, Ca. (714) 633-7344 (7 days).

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1971 1/2 BULTACO SHERPA "S"
125, very fast, excellent condition, extras, must sell, \$550.00 or best offer. Call daytime (213) 283-6466.

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Excellent opportunity for experienced proficient individual - 5 days, company benefits, must have Honda, Kawasaki experience. Apply in person to Tri City Cycle Center, 9041 Katella at Magnolia, Anaheim.

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Clean out your garage and bring all your motorcycle goodies to the Racers' Swap Meet at SRA Riverside Grand Prix, March 18-19. No extra charge above admission or entry.

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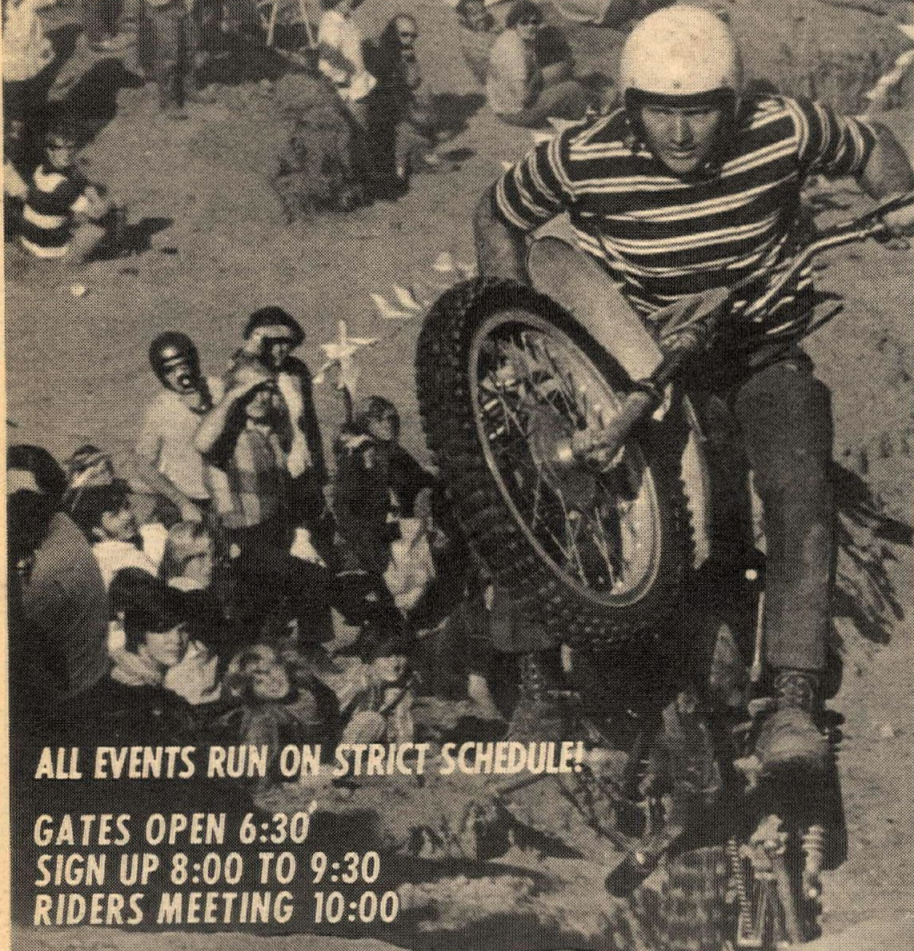
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WANT AD DEADLINE - Friday noon for following Wednesday publication



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ALL EVENTS RUN ON STRICT SCHEDULE!

**GATES OPEN 6:30
SIGN UP 8:00 TO 9:30
RIDERS MEETING 10:00**

SILENCERS REQUIRED

**ANY THREE BIKES MAKE A CLASS
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AMC MEMBERSHIP REQUIRED - \$5.00 PER YEAR.

BIKES MUST HAVE SILENCERS AND 3 NUMBER PLATES.

GATES OPEN AT 6:30 A.M. CLASS BEGINS AT 8:00 A.M. RACE STARTS AT 9:30 A.M.

ENTRY - BY ADVANCE MAIL, \$5.00. MAIL ENTRY CLOSES 3 DAYS BEFORE EVENT.

POST-AT THE PARK ON RACE DAY, \$10.00

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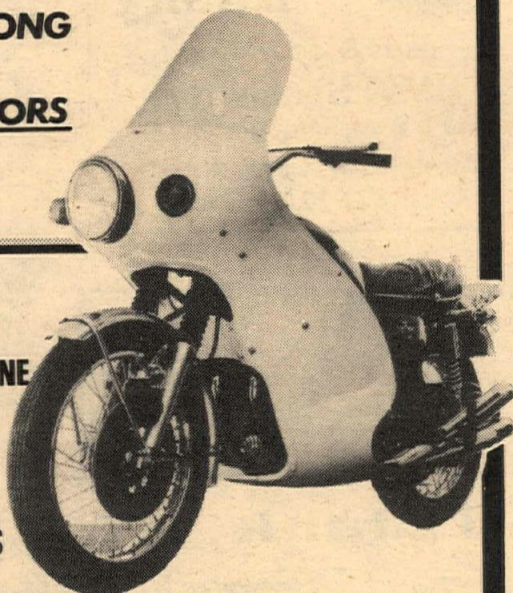
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